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DETROIT

A National Newspaper for Every Branch of the Industry

Automotive Daily News

CARS · SHOP EQUIPMENT · TRUCKS · AVIATION · PARTS · ACCESSORIES · TIRES

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December Commercial Car Sales 33% Below 1930 on Returns From 31 States

Total for the Month Placed at 12,000 Units as Compared to 18,654 Last Year

NEW YORK, Jan. 21.—Returns have now been received from R. L. Polk & Co. covering commercial vehicle sales in thirty-one states and the District of Columbia for the month of December, 1931. These returns show that the total truck sales in those states and the district were 6,353 units.

This compares with 9,496 commercial units sold in that territory during the month of December, 1930. The decrease is very close to 33 per cent.

Commercial vehicle sales for December, 1930, for all states and the District totaled 18,654. In other words the states which have not yet reported for December, 1931, accounted for practically half the month's total sales.

If we assume that the seventeen states still to be heard from this year will account for approximately the same proportion of the month's total sales, we find that the total commercial vehicle distribution in December, 1931, was about 12,000 units. This would compare with the 18,654 sold in December, 1930. The decrease would be in the neighborhood of 33 per cent., which will probably prove to be approximately correct.

USED CAR SALON WILL FEATURE BOSTON EXHIBIT

Boston, Mass., Jan. 21.—Ancient temples of the Nile Valley, with an Egyptian motif throughout, provide the decorative setting for the thirty makes of passenger cars and numerous trucks and innumerable accessories to be seen at the annual Boston Automobile Show, which opens Saturday in Mechanics Building and continues through January 30.

An entirely new idea this year is the salon of reconditioned used cars, known as the used car salon, which occupies the whole of the great basement under Grand Hall. Each Boston dealer has entered from four to a dozen such high grade reconditioned cars from the cream of his stock.

In the new car division, especially comprehensive exhibits of the new

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TIPPER LEAVES G. M.; FORMS NEW COMPANY

New York, Jan. 21.—Harry Tipper, founder and first president of the Advertising Club of New York, has resigned from General Motors Corporation to go into consulting work on distribution, merchandising and advertising, with offices, for the present, in the Guaranty Trust Building, 522 5th Ave., New York. Mr. Tipper has been vice-president and general sales manager of General Motors export division for the past six years.

Born in Kendal, England, Mr. Tipper was educated in the grammar schools and Kendal Science School there and in the Technical

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PACKARD N. Y. SHOW SALES HIGHEST IN COMPANY'S HISTORY

New York, Jan. 21.—The Packard Motor Car Company sold more automobiles at the New York National Automobile Show, just closed, than at any other New York motor car show in the history of the company.

During the week of the show actual retail sales made at the Grand Central Palace display and at the special Packard salon in the Roosevelt Hotel totaled 127. Packard has exhibited in every National Automobile Show held in New York since the first show in 1901. During this thirty-one-year period the best record up to this year's show was sixty-four sales. This year's record, therefore, exceeds the best previous one by nearly 100 per cent.

These sales did not include retail sales made at the show by many other Eastern distributors and dealers. The new impressive sales record also did not take into account sales made at the New York branch of the company at Broadway and 61st Street or at any of the dealer sales rooms in the New York district.

EMPLOYMENT TREND UPWARD IN DETROIT

Detroit, Jan. 21.—The Board of Commerce figures covering unemployment in this city is continuing to show an upward trend. The upward tendency, which became evident in November, still continues. The low level in employment for 1931 came at the end of October, when the index figure stood at 41.7. On January 1, 1932, the index stood at 64.0, and on January 15 it had risen to 67.2. On the same date in 1931 the index stood at 76.4.

During the period from November 15 to December 15, 1931, industrial employment in Michigan showed an increase of 10.5 per cent., but the index was 19.1 under the previous

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WOMEN PREDOMINATE PHILA. SHOW CROWDS

Philadelphia, Jan. 21.—Attendance for the thirty-first annual automobile show's first day was doubled on the second, reaching 8,400, and has been well sustained since. Paid attendance is very much larger than it was at last year's show, although thus far the volume has not exceeded that of a year ago.

More women than in the past have been present, indicating a considerable increase in the number of feminine motorists.

Automotive Industry Will Fight Mellon's Proposal to Tax Cars

Temporary Headquarters Set Up in Washington as Leaders Arrive for Hearing to Be Held Saturday; Arguments Outlined

Washington, Jan. 21.—The automotive industry today set up temporary headquarters in the nation's capital in preparation for a terrific onslaught on the Mellon tax bill which calls for an excise levy of 5 per cent. on motor cars, 3 per cent. on trucks and 2½ per cent. on tires, parts and accessories.

Leaders of the industry began arriving today for the hearing to be held Saturday before the House Ways and Means Committee. They contend that the proposed manufacturers' sales tax will slow down sales and result in widespread unemployment.

They contend that a tax of approximately $25 a car is more than the budget of the average car buyer can stand in these lean days, when gasoline and other taxes are in the ascendancy.

With the arrival late last night of Alfred Reeves, vice-president and general manager of the National Automobile Chamber of Commerce, the stage was being set today to carry the industry's fight to a finish before Congress.

Two members of Congress, both friends of the industry, fired the preliminary barrages yesterday (Wednesday) before the House committee. Representative Robert H. Clancy of Michigan (Democrat), and Representative Royal C. Johnson of South Dakota (Republican), told the committee that it is unfair to single out any industry upon which to place so large a share of the nation's taxation burden.

Mr. Reeves shot out a broadside asking why the average American, who owns an automobile worth $211, should be forever regarded as an affluent member of society, who merits being singled out as the chief bearer of the country's tax problem.

Arrival of Mr. Reeves marked the beginning of an influx of the most prominent figures of the industry for a mass appearance before the House committee on Saturday.

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GEORGIA LICENSE ORDER THREATENS USED CAR DEALERS

Atlanta, Ga., Jan. 21 (UTPS).—Dealers in used cars are threatening to appeal from the decision of Chairman Paul Doyal of the Georgia State Revenue Commission that all automobiles that were licensed in 1931 must be equipped with license tags by February 1, 1932, whether in operation or not.

Doyal has ruled that all Georgians are subject to the motor vehicle tax, with costs and penalties, after February 1, even though they keep their cars in the garages and off the public streets. Heretofore car owners have been allowed to buy tags after the expiration date if they made affidavits that their automobiles had not been used after that date.

Used car dealers are opposing the decision, as it will mean the expenditure of thousands of dollars for tags on used cars that are stored in their buildings and on their used car lots.

COAST SHOW CROWDS "PEP UP" DEALERS

New York, Jan. 21.—A telegram just received from George A. Wahlgreen, manager of the San Francisco Automobile Show, reads as follows: "Thirty-five per cent. increase in attendance over last year. All dealers happy. Best business in five or six years. Show a big success.

"Los Angeles reported a 25 per cent. gain in attendance for first three days of its show, until an unprecedented snow storm weighed down the tent on top of the cars."

All California dealers report a marked increase in buying and believe that this will continue to put the business back on its feet in 1932. The dealers' association, William L. Hughson, its president, and George Wahlgreen, manager, are being congratulated on having staged one of the most successful shows in history.

M. F. MOORE APPOINTED NASH CHIEF ENGINEER

Kenosha, Wis., Jan. 21.—Official announcement of the appointment of Mead F. Moore as chief engineer of the big Racine division of the Nash Motors Company was made today by C. W. Nash.

The appointment, following closely the recent election of N. E. Wahlberg to the post of vice-president in charge of engineering for Nash, created widespread interest and favorable comment in engineering circles.

Moore has been closely associated with Mr. Wahlberg for many years and has co-operated closely in the engineering development of the famous Nash line. He has had charge of the engineering division of the Milwaukee Nash plant since 1922. In his new capacity he will be responsible for the engineering activities in the great Racine, Wis., factory, where two important series of the Nash motor car lines are produced.

HUDSON TELEGRAPHED SHOW INVITATIONS TO 1,207,500 OWNERS

Detroit, Jan. 21.—The use of 1,207,500 identical telegrams, said to be the largest simultaneous delivery of messages in telegraphic history, by an automobile manufacturer to invite motor-car owners to inspect new models, was announced yesterday by the Postal Telegraph Company.

The service, which was undertaken as an experiment, was devised as a result of the wish of W. J. McAneeny, president of the Hudson Motor Company of Detroit, to communicate personally with every owner of a car in the Hudson-Essex price field, simultaneously with the newspaper announcements of the new cars.

Master messages were sent to about 700 cities, where duplicate copies were made for messenger delivery. The messages were typed

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NEWARK REPORTS SHOW ATTENDANCE UP 40%

Newark, N. J., Jan. 21.—With a 40 per cent. attendance increase for the first three nights over the same period last year, reported by Manager Claude E. Holgate of the 1932 Newark Automobile Show, the exposition has already established itself as an outstanding success.

Twenty-eight representative American makes have been assembled in the huge armory, decorated with a silver motif in recognition of the show's twenty-fifth anniversary.

Factory executives, visitors to the show in large numbers, are enthusiastic over the buying power displayed. The Tuesday night attendance, brought to the show in

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LOUISVILLE SHOW ATTENDANCE GOOD

Louisville, Ky., Jan. 21.—From the reception given the Louisville Automobile Show on opening afternoon and night it would appear as if there is plenty of interest in automobiles here this year and that the show may draw out a very excellent attendance.

Today's figures were good for the afternoon. Monday generally brings out a good attendance, but the showing this year was better than is normally the case.

There are approximately 200 cars on the floor, plus planes, motorboats, and accessories.

CINCINNATI SHOW REVIVES OPTIMISM

Cincinnati, Jan. 21.—The 1932 automobile show staged by the Cincinnati Auto Dealers' Association in progress here this week reports attendance running ahead of last year, with an opening day crowd that equaled the opening day's attendance in 1931 in spite of rain that continued throughout the afternoon and evening. President J. W. Tarbill announced that actual receipts for the first day were but $155 under the total last year.

The most gratifying feature, however, is the apparent interest in the new models which dealers report is being reflected in actual sales. The Seiler Motor Car Company, Dodge distributor, reported three sales at the opening session. The many new equipment features shown on the 1932 cars created much favorable comment and interest displayed put dealers in a most optimistic frame of mind. President Tarbill expressed confidence that the next few months will be marked by a decided upturn and declared all of the dealers were enthusiastic over the reception of this year's show.

USED CAR SALON WILL FEATURE BOSTON EXHIBIT

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models of the Auburn, Austin, Buick, Cadillac, Chevrolet, Chrysler, Cord, De Soto, Dodge, Essex, Franklin, Graham, Hudson, Hupmobile, LaSalle, Lincoln, Nash, Olds, Peerless, Pierce-Arrow, Pontiac, Plymouth, Reo, Rockne, Rollys-Royce, Studebaker, Stutz, Willys-Overland and Willys-Knight have been prepared by the local dealers who handle them. In some cases the dealers are showing specially built custom bodies. In all about 300 car units will be displayed.

About the only social event of automobile week will be the annual dinner and ball of the New England Automotive Boosters' Club, January 26, and the luncheon to newspaper men, automobile officials and others by Chester I. Campbell in the banquet hall of Mechanics' Building January 26. The Boosters expect 2,000 at the Kenmore January 26 for the ball and dinner, and have accumulated over $2,000 worth of gifts to distribute to members and guests.

J. P. SEIBERLING HEADS SEIBERLING CO. SALES

Akron, O., Jan. 21.—J. Penfield Seiberling has been appointed sales manager of the Seiberling Rubber Company, according to an announcement by the company today. Mr. Seiberling, who for the last year has been a director and assistant to the president, F. A. Seiberling, was formerly vice-president, in charge of sales, of the Lambert Tire and Rubber Company, where he developed the air cooled patented tire. At one time he was engaged in general sales work with the Goodyear Tire and Rubber Company under I. R. Bailey, assistant sales manager.

Mr. Seiberling was born in 1898, and is a graduate of Princeton and the University of Michigan Law School. H. L. Post will remain with the company as assistant to the president.

CRUDE OIL OUTPUT AND IMPORTS OFF

New York, Jan. 21.—The American Petroleum Institute estimates that the daily average gross crude oil production in the United States for the week ended January 16 was 2,193,450 barrels, as compared with 2,234,200 barrels for the preceding week, a decrease of 40,750 barrels.

Imports of petroleum (crude and refined oils) at the principal United States ports for the week ended January 16, 1932, totaled 1,334,000 barrels, a daily average of 190,571 barrels, compared with 1,329,000 barrels, a daily average of 189,857 barrels for the week ended January 9, and a daily average of 220,429 barrels for the four weeks ended January 16, 1932.

YOUNGSTOWN INSURANCE MEN PROTEST NEW RATES

Youngstown, O., Jan. 21.—Members of the Youngstown Association of Insurance Agents today sent letters to their companies protesting the recent action of the National Bureau of Casualty and Surety Underwriters in raising automobile insurance rates 39 per cent. in Youngstown.

This city's rates are the highest in the state. Last year they were from $11 to $14 above Cleveland's rates; this year they are $23 to $26 higher.

ANDREW HILL, PIONEER, DIES IN SPRINGFIELD

Springfield, Mass., Jan. 21.—Andrew Hill, one of the pioneers of early automobile manufacture in this section, who for more than nineteen years was connected with the old Knox Manufacturing Company, died in Springfield Hospital. Mr. Hill was employed by the Knox plant as foreman. He had a large part in the development and manufacture of the early Knox automobiles during the period and was regarded as an authority on this phase of the business.

ATLANTIC CITY SHOW TO OPEN SATURDAY; DEALERS OPTIMISTIC

Atlantic City, N. J., Jan. 21.—Cheered by reports that automobile shows this year have been the most successful in three years, extensive preparations are being made by the local dealers for the sixteenth annual show of the Atlantic City Automobile Trades' Association, which opens in the Auditorium Saturday.

Charles E. Henkleman, president of the association, and Alex Latta, chairman of the general committee, are confident that the show will be the largest ever held in the resort.

The various exhibits will occupy a total of 35,000 square feet of floor space in the main auditorium and directly in front of the ice rink. This will be more floor space than was used last year when the show was held in the ballroom.

Models will be brought here directly from the Philadelphia show, which opened Monday. There will also be a full line of accessory exhibits and some radio displays.

Assisting Mr. Latta on the committee are Wilmer J. Houpt, Edward Wills and John A. Watt.

TIPPER LEAVES G. M.; FORMS NEW COMPANY

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School of Glasgow, Scotland. His early activities were devoted to engineering work in several British industries. He came to the United States in 1903 to work on the construction of the first Hudson River tunnel. Later he was with the Interborough Rapid Transit Company and the Electric Lighting Commission in New York. In 1906 he became sales engineer of the Ingersoll-Rand Company. In 1908 he joined the Texas Company as sales engineer and advertising manager. In 1917 he became manager of Automotive Industries. He left this position to become general sales manager of General Motors export division in 1925.

Mr. Tipper is the author of several books, including "Human Factors in Industry," "Discussions on Labor," "The New Business," "Advertising, Its Principles and Practices" and "Advertising Campaigns." He has spoken widely and written many articles upon economic, business and labor subjects.

FARM IMPLEMENT INDUSTRY SHOWS EMPLOYMENT GAIN

Springfield, Ill., Jan. 21.—Gains in farm implement production and employment are noted by the Illinois Department of Labor. In this industry employment showed a gain of 24.5 per cent. and 27.9 per cent. in pay rolls in the period from November 15 to December 15, 1931. These reports come from the implement centers at Moline, Ill., and from the Sterling-Rock Falls district where International Harvester has a factory.

ROCKNE LEASES 5 STORES IN NEW YORK CITY ZONE

New York, Jan. 21.—The Rockne Motors Corporation, a Studebaker subsidiary, has leased five stores in Greater New York for display and sales purposes. The stores are at 1757-59 and 1860 Broadway; 2394 Grand Concourse, The Bronx; 1133 Atlantic Ave., Brooklyn, and 139-06 Hillside Ave., Jamaica.

Through the lease at 1757-59 Broadway and leases of its own and of the Pierce-Arrow Company, another subsidiary, the Studebaker Corporation now occupies practically all of the Potter Building, at Broadway and 56th Street.

FLEXIBLE CO. REPORTS GAIN IN ORDERS

Loudonville, O., Jan. 21.—The Flexible Company, manufacturers of buses, funeral cars and ambulances, reports that its business was better the last half of 1931 than the first part. During the last two weeks the company has had its sales representatives at the home office making plans for the coming year's activities. They hope the upswing of the last half of 1931 will continue the first half of 1932.

CLEVELAND'S SHOW PLANS OUTLINED

Cleveland, Jan. 21.—Cleveland's automobile show opens at noon Saturday, January 30. Many unusual entertainment and musical features will be presented daily.

Outstanding on the entertainment side will be a "Revue of Nations," sponsored by the Cleveland Plain Dealer. This feature enlists the support of twenty-four of the largest nationalistic groups in Cleveland. Many of these groups not only are planning to present music and dancing in the costumes and settings of their native lands, but also are engaged in selling tickets for the show. Thus they are helping to improve the attendance at the show as well as adding to their respective welfare accounts.

It is estimated that 70 per cent of Cleveland's population is of foreign extraction. A special appeal is made to all of Cleveland's nationalistic groups, not only to attend the automobile show, where the latest products of the automotive industry's genius may be seen, but also to enjoy the unusual entertainment provided.

EMPLOYMENT TREND UPWARD IN DETROIT

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year's level. These percentages are compiled by the state Department of Labor from returns from 459 manufacturing concerns. In this list sixty-nine automotive manufacturers reported a gain of 16.6 per cent. in employment during the period November 15 to December 15, but a decrease of 21.4 per cent. under the 1930 levels.

DUBOIS YOUNG NAMED TO BALDWIN BOARD

Pontiac, Jan. 21.—Dubois Young, president of Hupp Motor Car Company; C. B. Wilson, former president of the Wilson Foundry and Machine Company, and F. L. Given were elected to the board of directors of Baldwin Rubber Company at the annual election of officers January 18.

Re-elected to the board were Samuel C. Clark, Harry M. Pryale and C. B. Myers. Mr. Clark was renamed president of the accessory company at the election of officers. Mr. Myers and Mr. Pryale were elected vice-presidents and Mr. Wilson was named secretary and treasurer. N. B. Eldred, Jr., was named assistant secretary and assistant treasurer.

The newly elected board of directors, feeling the time at present is not ripe, definitely tabled a proposition to form a Baldwin Rubber Company of Canada, Ltd., which was to establish a Canadian plant either at Orillia or Brantford, Ont.

OWENS-ILLINOIS MAY BUY COAST COMPANY

San Francisco, Jan. 21.—Representatives of the Owens-Illinois Glass Company are in this city at the present time inspecting the plant and assets of the Illinois Pacific Coast Company, with a view to a possible purchase of this glass manufacturing concern.

It is stated that if an offer is made it will be on the basis of the Owens-Illinois organization assuming liability for the funded debt of the coast company, the stock equities being purchased outright. The proposal will be submitted to the stockholders of the coast company and the board of directors of Owens-Illinois.

SOUTH BEND OLDSMOBILE DEALERS HOLD MEETING

South Bend, Ind., Jan. 21.—Seventeen dealers in Oldsmobile motor cars in this section were guests of the Olds Motor Works at a luncheon at Hotel La Salle last week. V. A. Chambers, assistant zone manager, presented the improvements in 1932 sixes and V-eights. James Berry of the Olds Motor Works also made a talk. The dealers present at the meeting were those served by the Ben Feferman Motor Sales, Oldsmobile distributor in this territory.

SPARKS *from* DETROIT

Waiting for Ford

* * *

Eye to Eye on Chicago

* * *

Col. Gilbreath

* * *

Lee J. Eastman, Editor

* * *

Chris Sinsabaugh—Detroit Editor

AS WE write this we are unsettled in our mind as to whether or not Ford will make the thirty-second annual Detroit show historic by using it as a vehicle for the introduction of his new line. Opinions differ. Ford has a large space reserved in the passenger car section and has not canceled it. On the other hand, the only publicity emanating from the Dearborn sector is based on the commercial car display.

There are some who fancy they are on the inside who say that Ford has in mind a sensational debut for the new stuff and has selected the Detroit show to spring it. "They say" Ford has enough hand-built jobs ready so he can go into the show and score another of his sensational coups. It is said that it will be a four. Maybe so, but we venture the prediction that we are not far wrong in our hunch that he has the eight, which will fit the same chassis as the four which will come along later. Well, twenty-four hours isn't long to wait, and we'll see what we'll see.

* * *

WHEN THE COLUMN said yesterday that, despite the wonderful returns from the New York show in the way of attendance, sales and prospect list, we were waiting for Chicago to confirm our optimism we were voicing our own opinion. Now, however, we have run across a wearer of a brass hat who has views identical with ours.

"I came back from New York with a mild glow of optimism," said this executive, "but I am waiting for Chicago. New York was the first shot in the campaign and did far better than I anticipated. If Chicago will do as well, and I expect it to do better, then I am going to forget my conservatism and become really optimistic. If Chicago clicks, then I really will believe in Santa Claus. And I think Chicago will."

* * *

COL. WILLIAM SYDNOR GILBREATH, vice-president of the Automobile Club of Michigan, really is part of the industry, although his activities are now confined to the owner side of it. Col. Gilbreath is preparing a gift for posterity through a recent act of his—the presentation to the American Automobile Association of the collection of flags from every town along the Lincoln Highway, gathered on that historic pathfinding trip he made some twenty years ago. Gil, you know, was most prominent in this and also is credited with being the father of the Dixie Highway.

Gil, in his old age, is getting considerable publicity. The Detroit Mirror published his biography the other day, somethng like a column. One of the highly important points brought out by his biographer, Elizabeth Maury, was that Gil "can wiggle his ears and scalp, but a Latin prof caught him thus entertaining a pretty girl once and remarked: 'Any jackass can do that,' so he hasn't been proud of the accomplishment since."

* * *

SPEAKING OF BIOGRAPHIES, while I was resting up from the recent show at New Rochelle, N. Y., I picked up a copy of the Standard-Star which carried in "Who's Who in New Rochelle" the family tree of Lee J. Eastman, president and general manager of the Packard Motor Car Company of New York and also vice-president of the parent Packard Motor Car Company.

Although having known Lee Eastman for years, the Standard-Star told me something I never knew before—that Lee once was a newspaper man. When he was 18 years of age he was editor and publisher of the Recorder of Potsdam, N. Y., at the time the youngest editor in the United States. And in 1911 he organized the Eastman Motor Truck Company of Philadelphia, his introduction to the automobile industry. He's come a long way since, having been three times president of the Automobile Merchants' Association of New York. Besides, he certainly has put Packard on the map in the New York sector. Eastman and Charley Warren of Nash of New York are the only retailers I can recall who are also factory executives.

Automotive Industry Ready For U. S. Tax Plan Fight

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Many of the heads of the largest companies, including Walter P. Chrysler, Alfred P. Sloan, Jr., and C. W. Nash, will arrive here late today or tomorrow.

George Graham, vice-president of Rockne Motors, will be the spokesman for the industry before the committee on Saturday.

"All of us have been doing a lot of talking about facing facts during the past two years," said Mr. Reeves. "Those in the automobile industry have been no exception. We rather think we have learned to do it.

"At least this year's car prices show that we are facing the fact that to induce buying manufacturers must pare prices to an absolute minimum.

"One of the first facts that all of us should face is that the automobile is an indispensable necessity to those who own the nation's 26,000,000 motor vehicles. We should get rid of the tremendous fallacy that automobile ownership is an implication of wealth."

Representative Clancy told the committee that the Treasury Department has had a strange hostility toward the automotive industry for years and has insisted upon classifying the motor vehicle as a luxury in the same category with cigarettes, soft drinks, candy, jewelry and motion picture and other theaters.

Among those who will appear before the committee are Alfred P. Sloan, Jr., president of General Motors; Alvan Macauley, president Packard Motor Car Company; Walter P. Chrysler, president Chrysler Corporation; Roy D. Chapin, chairman of the board, Hudson Motor Car Company; E. L. Cord, president Auburn Automobile Company; Charles W. Nash, president Nash Motors Company; Alfred H. Swayne, vice-president General Motors; Paul Seiler, president General Motors Truck Corporation; Paul G. Hoffman, vice-president Studebaker; A. J. Brosseau, president Mack Trucks, Inc.; M. L. Pulcher, president Federal Motor Truck Corporation; T. R. Dahl, vice-president White Motor Company.

FITTING the TRUCKS

to the job and not the job to the trucks is the winning policy!

But matching power units to the exact haulage requirements of every industry with precision, dependability and economy is a task that can be handled only by an organization possessing the experience and stability of the

BROCKWAY MOTOR TRUCK CORPORATION

Cortland New York

NEWARK REPORTS SHOW ATTENDANCE UP 40%

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cars bearing license tags of virtually every county in the state, was the largest Tuesday night turnout on record. The show committee and every one concerned with the display and with the motor industry is stimulated to the highest optimism by the tremendous public interest and robust buying power displayed.

The show will close Saturday night, January 23, with attendance experts already predicting that its total number of visitors will prove the greatest in the history of the Newark exposition, with sales in proportion.

HUDSON TELEGRAPHED SHOW INVITATIONS TO 1,207,500 OWNERS

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on special blanks and delivered in special envelopes designed for the occasion. The largest number delivered in any one city was 80,000 distributed in New York. Hudson dealers reported that the messages had been effective in bringing many visitors to their showrooms.

HUDSON COUNTY DEALERS PROTEST RATE INCREASE

Jersey City, N. J., Jan. 21.—Hudson county automobile dealers and automobile owners are planning protests against the great increases in automobile insurance rate for 1932. Plans for concerted action to fight the new rates, which make insurance of $5,000 and $10,000 for personal liability, and $5,000 property damage cost $93 a year for the four and six-cylinder cars, were under way this morning by the automobile dealers and the Hudson County Automobile Club.

DALLAS PACKARD MEETING

Dallas, Tex., Jan. 21.—Packard distributors and dealers from Texas, Oklahoma, Louisiana and Arkansas, to the number of 100, will attend a sales conference tomorrow at Baker Hotel, Dallas.

They make the selling job easier, whether it's trucks or buses. . . .

In sturdiness, efficiency, and accessibility they answer all questions about axles. . . .

WISCONSIN AXLES

WISCONSIN AXLE CO.
Oshkosh Wisconsin

Cumulative New Commercial Car Registration Statistics, December, 1931

Returns for today: Montana, Nebraska, New Mexico, Ohio, Oklahoma and Virginia.

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Federal	Ford	G. M. C.	International	La France-Republic	Mack	Pierce-Arrow	Reo	Sterling	Stewart	Studebaker	Whippet	White	Willys	Willys-Knight	Miscellaneous	Totals	States
Arkansas			9				2		1													12	Arkansas
Connecticut	8	1	59	5	11	8	85	16	16	3	9	1	17	3	4	2		4	3		5	260	Conn.
Delaware	1		9		1		14	2	5				1									33	Delaware
Florida			184		12	2	261	5	23		1		11			1		1	1			502	Florida
Georgia			39				42	1	6		2					1					2	93	Georgia
Idaho			6		3		13						3						1			26	Idaho
Illinois		1	64	15	15	2	105	18	39		1		4		1	2			1		3	271	Illinois
Indiana		2	122	3	9	1	80	14	35				5		2	3			4		1	281	Indiana
Maryland	6	6	87	6	12	4	63	4	25				9			1	1	3	2	1	1	231	Md.
Minnesota			66	5	5	2	58	3	23				5			1			3		2	172	Minn.
Missouri	1	1	117	4	11	1	140	17	34		1	1	12	1		5			4		8	358	Missouri
Montana			7				24		3									10	1			45	Montana
Nebraska			45		1	1	24	1	19							1		1	2			95	Nebraska
New Hamp.			8	2	1		10	1	1		2				2						1	28	N. Hamp.
New Mexico			33		2		63											1				99	New Mex.
Nor. Carolina	1		142	2	15		123	9	16		4		2					2	1		5	322	Nor. Car.
North Dakota			3		1		4		4													12	N. Dakota
Ohio	9	11	288	8	50	5	373	54	95	1	7	1	21	3	10	7		13	27	1	47	1031	Ohio
Oklahoma			58		8	1	64	7	6		1		1			1						147	Okla.
Rhode Island	2		17		4	2	34	3	6				5		1	2		1				77	Rho. Isl.
So. Carolina			64		3	1	27	3	2	1	4					2					1	107	S. Ca'lina
S. Dakota			20		2		11		6							4			1			44	S. Dakota
Utah			8				14	3	1							1					2	29	Utah
Virginia	1	2	113	1	13	4	93	3	15	3	1		6			1		2			5	263	Virginia
W. Virginia			66	1	10	1	54	8	20				6		1	3		2	7		7	186	West Va.
Wisconsin			77	2	9		57	7	19	1	1		3	1		7			5		11	200	Wis.
Dist. of Col.	1		37		3	3	58	25	1							1					1	130	D. of Col.
Totals	30	24	1747	54	201	38	1896	204	421	9	34	3	111	8	21	46	1	40	63	2	101	5054	**Totals**
Arkansas, '30			6				9		2													17	Ark., '30
Conn., 1930	7	4	56		26	6	116	11	7		13		2			3		2	1		11	265	Ct., 1930
Delaware, '30		1	22				28	2	7						1							61	Del., 1930
Florida, 1930		1	179		15	1	430	2	20		2		3					8	2		2	665	Fla., '30
Georgia, '30	1		22			1	37	1	2		1							1			1	67	Ga., 1930
Idaho, 1930			24		2		40	1	4							1		1				73	Idaho, '30
Illinois, 1930	2	4	134	15	37	2	282	3	70		11		4	1			1	3	2		16	587	Ill., 1930
Indiana, 1930		5	96	2	14		143	6	15		1		1		3	5		2	1		7	301	Ind., '30
Maryland, '30	5	1	89	14	16	1	155	7	19		9		4			2		8	1		8	339	Md., 1930
Minnesota, '30			105	2	11	1	159	1	23				3			3		1	4		9	322	Minn., '30
Missouri, '30	2	2	160	10	14	2	242	10	14	1	7		7			3	2	5	2	1	23	507	Mo., 1930
Montana, '30			3		2		8		5										1			19	Mont., '30
Nebraska, '30			88	3	7		96	7	17		1		1		1	7			1			229	Neb., '30
N. Hamp., '30			24	1	1		23	1			1		1		1							53	N. H., '30
N. Mex., 1930			46	1	4		58	2	4				2									117	N. M., '30
Nor. Car., '30		1	164		19		190	9	7				1			1	1	3	2		8	406	N. C., '30
N. Dakota, '30			7		1		14	2	5							1						30	N. D., '30
Ohio, 1930	6	9	435	11	87	6	787	46	99	4	16		18	3	10	23	9	26	10	7	58	1670	Ohio, '30
Okla., 1930		1	62	3	18	1	105	4	13				1						1			209	Okla., '30
Rhode Isl., '30		1	16		6	2	47	1	7				6			1		1			2	90	R. I., '30
S. Ca'lina, '30		2	87		4		92	3	3												2	193	S. C. 1930
S. Dakota, '30			34	2	6		37	1	19				4			4			3		2	112	S. D., '30
Utah, 1930			15		3		36		1				1									56	Utah, 1930
Virginia, '30		2	135		12	2	138	10	17	3	1		2		3	2		3	2		6	338	Va., 1930
West Va., '30		2	96	1	13	1	148	8	16	1			3		2	2	2	3	1		5	304	W. V., '30
Wisconsin, '30			73	4	18	4	145	3	22					8		1		1	4		10	293	Wis., 1930
D. of Col., '30			21	1	6	1	61	22	1		4		1	1		4		1			2	126	D. C., '30
Totals	23	36	2199	70	342	31	3626	163	419	9	67		65	13	21	63	15	69	38	8	172	7449	**Totals**

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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Harry A. Tarantous, Business Manager. 350 Hudson St., New York, N. Y.
George M. Slocum, Manager Detroit Bureau, 427 Fisher Building, Detroit, Mich., phone Trinity 2-3500; Willard H. Cotton, Western Manager, 333 North Michigan Ave., Chicago, Ill., phone Andover 2400; Metz B. Hayes, New England Manager, Little Building, Boston, Mass.; Blanchard, Nichols & Coleman, American National Bank Building, San Francisco, Cal.; Lincoln Building, Los Angeles, Cal.; 1037 Henry Building, Seattle, Wash. Address ALL advertising and business correspondence to 350 Hudson St., New York city.

EDITORIAL DEPARTMENT

350 Hudson St., New York, N. Y. Telephone CA nal 6-1000
Alexander Johnston, Editor. William C. Callahan, News Editor.
Statistical Department (registrations and specifications), P. J. Robas, statistician. Engineering Department, A. Benson Carleton, technical editor; Merchandising Department, Charles S. Zack, editor. Art Department, John Bauerfeld, director.
Detroit Bureau, Chris Sinsabaugh, editor, 427-8 Fisher Building, Detroit, Mich. Telephone Trinity 2-3500. Contributing editor, John C. Wetmore.

Kentucky Needs Help

PERHAPS we should have headed this editorial "Truck and Bus Operators of Kentucky Need Help," for that is exactly the state of affairs.

There was recently introduced into the Legislature of Kentucky a bill, which, if it is enacted into a law, will gravely imperil the whole business of operating bus and truck lines in the state.

Under the provisions of this bill buses in addition to fuel, ad valorum, license and other present taxes, would have to pay a tax of 1 cent per mile for every ten-passenger unit of capacity while operating over state highways. Furthermore, any part of the capacity over the first ten-passenger unit would pay 1 cent per mile.

The bill does not relieve the buses of any of the taxes at present levied upon them, nor does it exclude any privilege taxes, such as are assessed against the vehicles by various towns and cities along their routes.

The law would also apply to motor trucks, making any of these vehicles delivering merchandise to customers of the owner a contract carrier and subject to the act.

Motor buses, particularly, are pretty close to the profit line. The imposition of another tax such as Kentucky proposes would probably result in a number of bus lines having to go out of business. A good many operators of motor trucks would find themselves in a difficult position.

Any possible co-operation that can be given Kentucky bus and truck interests in fighting this ruinous legislation certainly should be extended.

Our Frolicsome Laws

THERE has recently come to light a situation in a single New York county, that of Nassau, which would be comic if it did not have serious aspects. This one county has fifty-four municipalities. Each of these has its own laws for regulating motor traffic. Speed limits vary with almost every mile of travel. Traffic regulations change with every new village.

This is an excellent example of the confusing condition of our traffic laws, with states, counties and municipalities each passing its own statutes. The driver of a motor vehicle can scarcely take any extensive drive without getting into territory where he will unwittingly begin breaking traffic regulations.

This is more or less ridiculous, but note some of the aftermath of this condition of legal confusion. In Nassau county, New York, during the first eleven months of 1931 there were 4,324 automobile accidents, in which 3,440 people were injured and 143 killed. During the year 1930 there were 4,289 accidents, with 2,005 injured and 61 killed. That bit of statistical information changes the aspect of the thing. Nassau county's complexity of laws is no longer funny, it is tragic, because it has undoubtedly contributed to this toll of injury and death.

Automotive interests everywhere should work for uniformity of traffic laws. State Legislatures are loath to give up their prerogatives of passing laws as they please, though they have surrendered and even insisted on giving up to the Federal Congress far more precious rights that have until recently been held as the inalienable possessions of the states.

J. R. Crossley, vice-president of the New York Automobile Club, called this example of local legislative inefficiency to our attention, and he rightly remarks that: "It is small wonder that, under those circumstances, the total of accidents has reached its present staggering proportions."

Trade Association News

P. A. A. Urges Members To Fight Excise Tax

C. S. Klugh, manager of the Pennsylvania Automotive Association in Harrisburg, has sent the following excellent bulletin to members of the organization:

"We have been informed that the Treasury Department of the United States has recommended to Congress that increased taxes are absolutely necessary; that the income taxes on individuals and on corporations should be increased, and that the old excise tax on the sale of automobiles and parts should be re-enacted. This, as you may recall, imposed a tax of 5 per cent. on the sale of passenger cars, 3 per cent. on the sale of trucks and 2½ per cent. (originally 5 per cent.) on the sale of automobile parts.

"Motor vehicle owners of the United States are today paying almost $1,000,000,000 annually in special motor vehicle taxes, and under present business conditions it would seem to be entirely unfair and unjust to impose additional taxes at this time. The imposition of a sales tax on automobiles would undoubtedly affect sales and retard business at a time when every incentive should be given to help business.

"If additional money is needed by the Federal government, the taxes to be imposed should be distributed as fairly as possibls over all fields and should not be imposed upon a few industries.

"Unless you are perfectly willing to pay these additional taxes, you should immediately see or write your United States senator and congressman, giving your personal views in opposition to these taxes, and ask that he write you stating what position he intends to take on this question."

ATTENDING CONFERENCE

Springfield, Mass., Jan. 21.—John S. Coughlan, manager of the Sanford Tire Corporation, distributor of Goodyear tires in this city, and N. E. Malone, district representative, are in New York attending a sales conference of the Goodyear Tire and Rubber Company dealers in the Park Central Hotel.

WEBSTER PROMOTED

Seattle, Wash., Jan. 21.—George Webster, for eight years with Ballou & Wright as manager of the shop equipment department, has been appointed supervisor of the mechanical shop of this firm, in addition to his present duties.

COMING EVENTS

JANUARY

16-23—Newark, N. J. Newark Automobile Dealers' Association's annual show
16-23—Buffalo, N. Y. Annual automobile show of Buffalo Automotive Trade Association, Inc., 174th Regiment Armory
17-23—Cincinnati, Automobile show of Cincinnati Automobile Dealers' Association
16-23—Milwaukee. Annual Automobile Show, Milwaukee Automotive Trades, Inc.
16-23—Omaha, Neb. Annual show, Omaha Auto Traders Association
18-23—Philadelphia, Pa. Philadelphia Auto Trade Association, show.
18-23—Portland, Me. Annual Automobile Show.
18-23—Brooklyn, N. Y. Brooklyn Motor Vehicle Dealers' Association, show.
18-23—Louisville, Ky. Louisville Automobile Dealers' Association, show Garland Lea, manager.
18-23—Rochester, N. Y. Annual Automobile Show, Rochester Automobile Dealers Association, Inc.
18-23—Windsor, Canada. Show.
21-24—Dubuque, Ia. First Annual Automobile Show, Dubuque Automobile Dealers' Association.
23-28—Columbus, O. Annual Automobile Show, Columbus Automobile Dealers Company. Auditorium.
22-30—New York. National Motor Boat Show, Grand Central Palace.
23-30—Detroit Mich. Annual show Convention Hall.
23-30—Montreal, Canada. Show.
23-30—Baltimore. Annual Automobile Show.
23-30—Boston, Mass. Show.
23-30—Jersey City, N. J. Show.
23-30—Minneapolis. Annual Automobile Show of Minneapolis Automobile Trade Association
23-30—Hartford, Conn. Show.
25-30—Nashville, Tenn. Show.
23-30—Pittsburgh. Annual automobile show of Pittsburgh Automobile Dealers' Association, Motor Square Garden
25-29—Detroit, Mich. Society of Automotive Engineers, annual meeting Bok Cadillac Hotel.
25-30—Paterson, N. J. Annual Automobile Show, Paterson Auto Trade Association, Armory.
26-30—York, Pa. Show.
30-Feb. 6—Washington, D. C. Washington Automotive Trade Association, show.
30-Feb. 6—Cleveland. Annual Automobile Show of the Cleveland Automobile Manufacturers and Dealers Association, Public Auditorium.
30-Feb. 6—Chicago, Ill. National Automobile Chamber of Commerce. National Automobile Show
30-Feb. 6—Chicago, Ill. Automobile Salon Hotel Drake.
30-Feb. 6—Chicago. National Automobile Dealers Association. Meeting.

FEBRUARY

1- 6—Grand Rapids, Mich. Show.
4- 6—Springfield, Ill. Annual Automobile Show, Springfield Automobile Dealers Association, State Arsenal.
6-13—St. Paul. Annual Automobile Show St. Paul Automobile Dealers Inc.
7-13—St. Louis. Annual Automobile Show. St. Louis Automobile Dealers Association. New Mart Building.
8-13—Ottawa, Canada. Show.
10-13—Trenton, N. J. Annual Automobile Show, Trenton Automobile Trade Association
13-19—Indianapolis, Ind. Indianapolis Automobile Trade Association Show Earl G. Henry, Mgr.
13-20—Kansas City, Mo. Annual Automobile Show. Kansas City Motor Car Dealers' Association. American Royal Building.
13-20—Los Angeles, Cal. Automobile Salon Hotel Biltmore.
17-21—Peoria, Ill. Automobile Show.
21-25—New Orleans, La. Show.
22-27—Des Moines, Ia. Show.
22-March 5—San Francisco, Cal. Automobile Salon Palace Hotel
29-March 5—Seattle, Wash. Show.

MARCH

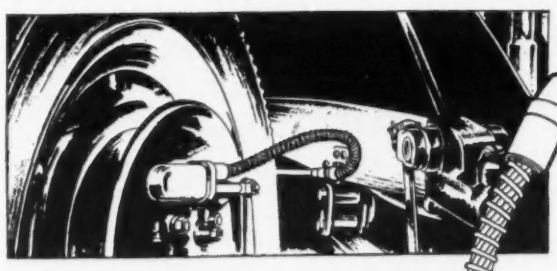
1- 5—Gary, Ind. Automotive Trade Association, annual show. A. H. Travers, chairman.

TOWN TAXES THREATEN KENTUCKY TRUCKERS

Louisville, Ky., Jan 21.—The outlook in the southeastern Kentucky mountain territory in a section served by the Cumberland Valley division of the L. & N. Railroad, is grave in so far as truck lines, contract haulers, etc., are concerned, as a result of recent enactment of a privilege tax measure at Harlan, Ky., placing a tax of $25 per ton on outside trucks hauling into that city. Already Pineville has adopted similar ordinance regulation, and it is reported that at a conference of leaders of about a dozen cities in that section, it was agreed that each of these towns would adopt similar legislation, patterned after that in effect at Harlan. Under the provisions of the Harlan ordinance the first truck of a line is taxed $25 per ton, the second and succeeding trucks at $15 per ton.

If every town in that district adopts such regulations and other towns over the state follow the lead, it is believed that it will prove a death knell for the truck lines, as the costs would be greater than traffic could stand. The Kentucky Motor Truck Club, Louisville, is the principal organization fighting such legislation, but it has its hands fairly full just now with worse legislation in the General Assembly. H. C. Kelting, secretary of the truck club, held that owners of trucks are facing a fight for their existence today.

ONE MOVING PART



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Major Specifications and Mechanical Details of 1932 Commercial Cars

Make and Model	Capacity—Tons or Lbs.	Chassis Price	Engine	Valve Arr'g'm't	No. of Cyls.	Bore and Stroke	Piston Disp.	Tax H. P.	Max. Brake H. P. and Peak R. P. M.	Type Cam-shaft Drive	Radiator Make	Clutch Make	Universals Make	Steering Gear Make	Carburetor Make	Fuel Feed Type	Make Electr'l System	Transmission Make	No. Spds. For.	Rear Axle Make	Type Final Drive	Final Gear Reduction	Type Service Brakes	Area Service Brakes	Standard Wheel Base	Chassis Wgt.	Standard Tire Sizes Front	Standard Tire Sizes Rear
Am. La France Big Chief	6	6725	Own	L	6	4½x6	411.0	40.8	85@1800	—	—	Own	—	Ross	Zen	Vac	DR	Own	4	Own	2 R	32.8	W4IA	—	226	10000	40x8S	40x8DS
Austin	400	475	Own	L	4	2.2x3	45.6	7.8	13@3000	G	Hex	Rock	Spic	Own	Til	Gra	Aut	W-G	3	Sal	Sp	5.25	O4M	76.5	75	1210	3.75x18	3.75x18
Autocar A	1½-2	3200	Own	L	6	4 x4¾	358.0	38.4	82@2400	G	Per	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	Sp	27 9	LO4ID	460	150	5300	34x7	34x7
Autocar D	2-2½	3500	Own	L	6	4 x4¾	358.0	38.4	82@2400	G	Per	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	33 5	LO4ID	460	150	5800	34x7	34x7D
†Autocar SH	2½-3	4300	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Gra	DR	Own	4	Own	2 R	44 0	O2IM	328	114	6770	34x7	34x7D
Autocar SCH	2½-3	4300	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	44.0	O2IM	328	157	6900	34x7	34x7D
†Autocar H	3	4100	Own	L	4	4½x5½	350.0	32.4	45@1450	G	Own	Long	Spic	Ross	Str	Gra	DR	Own	4	Own	2 R	48.6	O2IM	328	114	6770	34x7	34x7D
†Autocar HS	3½	4600	Own	L	4	4½x5½	350.0	32.4	45@1450	G	Own	Long	Spic	Ross	Str	Gra	DR	Own	4	Own	2 R	54 3	O2IM	516	114	7600	40x8	40x8D
†Autocar SHS	3-3½	4800	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Gra	DR	Own	4	Own	2 R	54.3	O2IM	516	114	8100	40x8	40x8D
Autocar SCHS	3-3½	4800	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	54 3	O2IM	516	157	8180	40x8	40x8D
Autocar N	3-3½	4600	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	41 2	OL4IH	574	174	7990	36x8	36x8D
Autocar TEA	3-3½	5350	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	12	Own	2 R	101 1	LO4ID	602	192	8900	36x8	36x8D
Autocar TFA	3½-5	6100	Own	L	8	4½x4¾	453.0	48.6	101@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	12	Own	2 R	101 3	LO4ID	602	192	9300	38x9	38x9D
Autocar C	3½-5	5500	Own	L	6	4½x4¾	453.0	48.6	101@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	51.7	O2IM	516	172	9500	42x9	42x9D
Autocar F	7½	6800	Own	L	6	4½x4¾	453.0	48.6	101@2400	G	Own	Br-L	Spic	Ross	Str	Vac	DR	Br-L	7	Tim	Wo	94 0	LT4DV	674	173	11000	36x7S	40x8DS
*Autocar G	10	9000	Own	L	6	4½x4¾	453.0	48.6	101@2400	G	Own	Br-L	Spic	Ross	Str	Vac	DR	Br-L	7	Tim	Wo	100 0	T6IA	720	171	13000	36x8	36x8D
Brockway 80	*8000	1295	Con	L	6	3⅜x4	214.7	27.3	61@3000	C	G & O	Borg	Spic	Ross	Zen	P	Aut	W-G	4	Tim	Sp	—	CB4IM	—	137	3800	6.00x20	6.00x20D
Brockway 90	9000	1525	Con	L	6	3⅜x4⅝	248.2	27.3	65@2700	C	G & O	Borg	Spic	Ross	Zen	P	Aut	W-G	4	Tim	Sp	20 5	CB4IM	292	149	4050	32x6	32x6
Brockway 120	12000	1990	Con	H	6	4 x4½	311.0	38.4	73@2400	C	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Tim	Sp	31.3	L4IH	353	156	5400	32x6	32x6D
Brockway 140	14000	2495	Con	H	6	4 x4½	311.0	38.4	73@2400	C	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	35.3	L4IHV	356	156	6100	32x6	32x6D
Brockway 141	17000	2953	Con	H	6	4 x4½	311.0	38.4	73@2400	C	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	46.2	L4IHV	356	170	6500	32x6	32x6D
Brockway 170	17000	3160	Con	H	6	4½x4¾	380.9	40.8	89@2400	C	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	46.6	L4IHV	380	170	7100	32x6	32x6D
Brockway 175	17500	3660	Con	H	8	4¾x4¾	427.5	45.9	100@2400	C	G & O	——	Spic	Ross	Zen	P	Aut	—	5	Wis	2 R	46.3	L4IHV	380	170	7200	34x7	34x7D
Brockway 195	19500	3820	Con	H	6	4½x4¾	380.9	40.8	89@2400	C	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	49.5	L4IHV	471	170	8100	34x7	34x7D
Brockway 220	22500	4560	Con	H	6	4¾x4¾	427.5	45.9	100@2400	C	Long	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	50.7	L4IHV	546	170	8400	36x8	36x8D
Brockway 250	25000	5950	Con	H	8	4¾x4¾	427.5	45.9	100@2400	C	Long	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Tim	Wo	63 7	LT4IVA	664	182	10000	40x8	40x8D
Brockway 290	30000	7230	Con	L	6	4¾x5¾	611.4	54.1	116@1800	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br-L	7	Tim	Wo	95.0	T4IA	676	182	10750	38x7P	40x14S
*Brockway 640	40000	9700	Con	L	6	4¾x5¾	611.4	54.1	116@1800	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br-L	7	Tim	Wo	96.9	T4IA	864	212	14000	38x7P	36x10S
Chevrolet	½	355	Own	H	6	3⅛x3¾	194.0	26.3	50@2600	G	Har	Own	Own	Own	Car	P	DR	Own	3	Own	Sp	13.6	O4IM	101	109	*1880	19x4.75	19x4.75
Chevrolet	1½	590	Own	H	6	3⅛x3¾	194.0	26.3	50@2600	G	Har	Own	Own	Own	Car	P	DR	Own	4	Own	Sp	13 4	O4IM	170	157	3015	30x5	30x5D
Chevrolet	1½	520	Own	H	6	3⅛x3¾	194.0	26.3	50@2600	G	Har	Own	Own	Own	Car	P	DR	Own	4	Own	Sp	33.4	——	—	131	2700	30x5	32x6
Commerce Series S 11	1	1600	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Col	Sp	25.5	L4IH	297	142	3900	30x5P	30x5P
Commerce Series S 11	1½	1900	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Tim	Sp	29.2	L4IH	297	162	4300	30x5P	30x5DP
Commerce Series 40	1½	2990	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34 8	L4IH	394	168	4700	34x5P	34x5DP
Commerce Series S 11	2	2030	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Tim	Sp	29.2	L4IH	297	162	4500	32x6P	32x6D
Commerce Series 40	2	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	4900	36x6	36x6D
Commerce Series 40	2½	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34 8	L4IH	394	168	5100	36x6P	36x6D
Commerce Series 60	2½	4580	Bud	L	6	4⅛x5½	410.9	40.8	83@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	5	Tim	Wo	63.0	L4IH	584	175	7000	36x6P	36x6D
Commerce Series 60	3	4680	Bud	L	6	4⅛x5½	410.9	40.8	83@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	5	Tim	Wo	63.0	L4IH	584	175	7100	36x6P	38x7D
Commerce Series 80	3½	5250	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	98.2	——	—	175	8200	36x6S	36x12S
Commerce Series 80	4	5330	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	98.2	——	—	175	8400	36x6S	36x14S
Commerce Series 100	5	5830	Bud	L	6	4½x5½	411.0	40.8	83@2100	G	Long	Own	1	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	95.0	——	793	175	9600	36x6S	40x14S
Day Elder 60	1	895	Con	L	6	3⅜x4	214.7	27.3	61@3000	C	G & O	Borg	Spic	Ross	Zen	P	DR	W-G	4	Tim	Sp	36.3	L4IH	380	135	*3300	20x6.00B	20x6.50B
Day Elder 75	1½	945	Con	L	6	3⅜x4	214.7	27.3	61@3000	C	B & O	Borg	Spic	Ross	Zen	P	DR	W-G	4	Tim	Sp	36.3	L4IH	380	135	3400	20x6.00B	20x6.00DB
Day Elder 85	1½-2	1395	Con	L	6	3⅜x4⅝	248.3	27.3	65@2700	C	Per	Borg	Spic	Ross	Zen	P	DR	W-G	4	Tim	Sp	42 3	L4IH	380	135	3850	20x6.00B	20x6.50DB
Day Elder 110	2	1825	Con	L	6	3⅜x4⅝	248.3	27.3	65@2700	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	Sp	44 9	L4IH	452	156	4880	20x7.00B	20x7.00DB
Day Elder 130	2½	2225	Con	H	6	4 x4½	311.0	38.4	73@2400	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	Sp	46.7	L4IH	578	157	6600	20x7.50B	20x7.50DB
Day Elder 160	3	2775	Con	H	6	4 x4½	339.3	38.4	82@2400	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	Wo	36.1	L4IH	659	156	6800	20x7.50B	20x9.00DB
Day Elder 200	4	3295	Con	H	6	4 x4½	339.3	38.4	82@2400	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	Wo	43.5	L4IHV	768	156	7600	20x9.00B	20x9.00B
Day Elder 240	5	4295	Con	H	6	4⅜x4¾	427.5	45.9	100@2600	C	Per	Br-L	Blo	Ross	Zen	Vac	DR	Br-L	4	Tim	Wo	50.8	L4IHV	921	182	9500	38x9P	38x9DP
*Day Elder 285	8	5295	Con	H	6	4⅜x4¾	427.5	45.9	100@2600	C	Per	Br-L	Blo	Ross	Zen	Vac	DR	Br-L	7	Tim	Wo	71.2	L6IHV	1192	164	12000	20x8.25DB	20x8.25DB
*Day Elder 345	10	6295	Con	H	6	4⅜x4¾	427.5	45.9	100@2600	C	Per	Br-L	Blo	Ross	Zen	Vac	DR	Br-L	7	Tim	Wo	79 9	W6IA	1192	164	12500	20x9.00B	20x9.00DB
*Day Elder 402	12	7495	Con	L	8	4¾x5¾	611.4	54.2	127@2300	G	Per	Br-L	Blo	Ross	Zen	P	DR	Br-L	7	Tim	Wo	84.6	W6IA	1192	164	14800	20x9.75B	20x9.75DB
Diamond T 216 B	1½	795	Her	L	6	3⅜x4¼	228.0	27.3	56@2400	G	G & O	Borg	Spic	Ross	Zen	P	Aut	W-G	4	Cla	Sp	——	L4IH	252	135½	3260	20x6.50B	20x6.50B
Diamond T 214	2	1195	Her	L	6	3⅝x4¼	263.0	29.4	65@2400	G	G & O	Borg	Spic	Ross	Zen	P	Aut	W-G	4	Cla	Sp	——	L4IH	350	155	4400	20x6.50B	20x6.50DB
Diamond T 303 F	2-2½	1795	Her	L	6	3¾x4½	294.0	33.7	67@2400	G	G & O	Borg	Spic	Ross	Zen	P	Aut	Cov	4	Cla	Sp	——	L4IHV	350	159¾	5000	20x7.00B	20x7.00DB
Diamond T 551 B	2½-3	2395	Her	L	6	4 x4½	339.0	38.4	74@2400	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Cov	4	Tim	Sp	——	L4IHV	408	168	5600	20x7.50B	20x7.50DB
Diamond T 303 F B	2-2½	2425	Her	L	6	4 x4½	339.0	38.4	74@2400	G	B & O	Cov	Spic	Ross	Zen	P	L-N	Cov	4	Cla	Sp	——	L4IHV	408	199	6100	20x7.50	20x7.50DB
Diamond T 504 A	3	2650	Her	L	6	4 x4½	339.0	38.4	74@2400	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Cov	4	Wis	2 R	——	L4IHV	408	176½	6400	20x8.25B	20x8.25DB
Diamond T 506 A	3	2950	Her	L	6	4¼x4½	383.0	43.3	85@2200	G	G & O	Cov	Spic	Ross	Zen	P	L-N	Cov	5	Wis	2 R	——	L4IHV	408	184	6400	20x8.25B	20x8.25DB
Diamond T 602	3-4	3395	Her	L	8	4⅜x4¾	428.4	45.9	94@2200	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Cov	5	Wis	2 R	——	L4IHV	499	169	7500	20x9.00B	20x9.00DB
Diamond T 606 B	3-4	3695	Her	L	6	4½x5¼	501.0	48.6	100@2200	G	G & O	Cov	Spic	Ross	Zen	P	L-N	Cov	5	Wis	2 R	——	L4IHV	499	187½	7500	20x9.00B	20x9.00DB
Diamond T 750	4-5	4925	Her	L	6	4⅝x5¼	529.0	51.4	114@2200	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Cov	5	Wis	2 R	——	W4I	552	178	8300	22x9.75B	22x9.75DB
*Diamond T 801	4	4140	Her	L	6	4⅜x4¾	428.4	45.9	94@2200	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Br-L	7	Own	Wo	——	L6IHV	571	189½	8300	36x8P	36x8P
*Diamond T 1201	6	5600	Her	L	6	4½x5¼	501.0	48.6	100@2200	G	G & O	Cov	Spic Blo	Ross	Zen	P	Aut	Br-L	7	Tim	Wo	——	W41A	238	190	11000	34x7P	34x7DP
*Diamond T 1602	8	6400	Her	L	6	4⅝x5¼	529.0	51.3	104@2400	G	G & O	Cov	Spic Blo	Ross	Zen	P	Aut	Br-L	7	Tim	Wo	——	W41A	238	190	11700	36x8P	36x8DP
*Diamond T 1603	8	7500	Wak	L	6	5 x5¾	677.4	60.0	127@2000	G	G & O	Br-L	Spic-Blo	Ross	Zen	P	Aut	Br-L	7	Tim	Wo	——	W41A	238	194	12500	36x8P	36x8D
Dodge Bros. UF 10	½	375	Own	L	4	3⅛x4¾	196.0	21.0	48@2800	G	Fed	Borg	Own	W-G	Car	P	DR	Own	3	Own	Sp	13.9	O4IH	121	109	1925	19x5.00	19x5.00
Dodge Bros. F 10	½	445	Own	L	6	3¼x4¼	211.5	25.3	66@3200	C	Fed	Borg	Un	W-G	Car	P	DR	Own	3	Own	Sp	13.9	O4IH	121	109	1975	19x5.25	19x5.25
Dodge Bros. U 1	¾	490	Own	L	4	3⅛x4¾	196.0	21.0	45@2800	G	Fed	Borg	Spic	Han	Car	Vac	NE	Own	3	Own	Sp	19.2	O4IH	169	124	2260	20x6.00	20x6.00
Dodge Bros. DA 1	¾	595	Own	L	6	3⅛x3⅞	208.0	27.3	63@3200	C	Fed	Borg	Spic	Han	Zen	Vac	NE	Own	3	Own	Sp	19.2	O4IH	189	124	2360	20x6.00	20x6.00
Dodge Bros. U 1	1	495	Own	L	4	3⅛x4¾	196.0	21.0	45@2800	C	Fed	Borg	Spic	Han	Car	Vac	NE	Own	4	Own	Sp	36.1	O4IH	206	133	2590	20x6.00	32x6
Dodge Bros. DA 1	1	595	Own	L	6	3⅛x3⅞	208.0	27.3	63@3200	C	Fed	Borg	Spic	Han	Zen	Vac	NE	Own	4	Own	Sp	33.4	O4IH	206	133	2690	20x6.00	32x6
Dodge Bros. UG 30	1½	525	Own	L	4	3⅛x4¾	196.0	21.0	48@2800	C	Fed	Borg	Cle	Own	Car	P	DR	Mun	4	Own	Sp	36.9	O4IH	176	131	2290	6.00x20	32x6
Dodge Bros. UF 30	1½	595	Own	L	4	3⅛x4¾	196.0	21.0	48@2800	G	Fed	Borg	Cle	W-G	Car	P	DR	Own	4	Own	Sp	37.1	O4IH	187	136	2581	20x6.00	32x6
Dodge Bros. UF 31	1½	670	Own	L	4	3⅛x4¾	196.0	21.0	48@2800	G	Fed	Borg	Cle	W-G	Car	P	DR	Own	4	Own	Sp	37.1	O4IH	229	165	2757	20x6.00	32x6
Dodge Bros. F 30	1½	695	Own	L	6	3¼x4¼	211.5	25.3	66@3200	C	Fed	Borg	Cle	W-G	Car	P	DR	Own	4	Own	Sp	37.1	O4IH	187	136	2631	20x6.00	32x6
Dodge Bros. F 31	1½	770	Own	L	6	3¼x4¼	211.5	25.3	66@3200	C	Fed	Borg	Cle	W-G	Car	P	DR	Own	4	Own	Sp	37 1	O4IH	229	165	2807	20x6.00	32x6
Dodge Bros. F 35	1½	1425	Own	L	6	3⅜x3⅞	208.0	27.3	63@3200	C	Long	Borg	Cle	Han	Zen	P	DR	Own	4	Own	Sp	41.4	O4IH	311	140	3780	20x6.00	20x6.00D
Dodge Bros. F 36	1½	1485	Own	L	6	3⅜x3⅞	208.0	27.3	63@3200	C	Long	Borg	Cle	Han	Zen	P	DR	Own	4	Own	Sp	41.4	O4IH	311	165	3972	20x6.00	20x6.00D
*Dodge Bros. F 40	2	1995	Own	L	6	3⅝x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	Sp	43.7	O4IH	350	150	5273	20x6.50	20x6.50D
*Dodge Bros. F 41	2	2085	Own	L	6	3⅝x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	Sp	43.7	O4IH	350	165	5211	20x6.50	20x6.50D
Dodge Bros.	3	1515	Own	L	6	3⅜x4½	241.0	27.3	78@3000	C	Long	Borg	Un	Han	Zen	Vac	NE	Own	4	Own	Sp	46.3	O4IH	382	135	4235	32x6	32x6D
Dodge Bros.	3	1565	Own	L	6	3⅜x4½	241.0	27.3	78@3000	C	Long	Borg	Un	Han	Zen	Vac	NE	Own	4	Own	Sp	46.3	O4IH	382	165	4520	32x6	32x6D
Dodge Bros.	3	1615	Own	L	6	3⅜x4½	241.0	27.3	78@3000	C	Long	Borg	Un	Han	Zen	Vac	NE	Own	4	Own	Sp	46.3	O4IH	382	185	4715	32x6	32x6D
Dodge Bros. F 60	3	2645	Own	L	6	3⅝x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	2 R	56.6	O4IH	416	146	5543	32x6	32x6D
*Dodge Bros. F 61	3	2575	Own	L	6	3⅝x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	Sp	48 8	O4IH	416	170	5789	32x6	32x6D
*Dodge Bros. F 62	3	2695	Own	L	6	3⅝x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	Sp	48.8	O4IH	416	195	5901	32x6	32x6D
Essex Com.	¾	445	Own	L	6	2¾x4½	163.0	18.2	55@3300	C	Har	Own	Spic	Gem	Mar	Vac	Aut	Own	3	Own	Sp	5.40	4M	—	110½	1970	20x5	20x5.50
Federal D 2	*1½	795	Con	L	4	3⅞x4¼	200.5	24.0	48@2500	C	Long	Borg	Spic	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L4IH	377	131	*3280	20x6.00	32x6
Federal E 2	*1½	895	Con	L	6	3⅜x4	215.0	27.3	60@2600	C	Long	Borg	Spic	Gem	Zen	P	DR	W-G	4	Cla	Sp	36 3	L4IH	377	132	3330	20x6.00	32x6
Federal F 7	*1¾	1525	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Spic	Gem	Zen	P	DR	Own	4	Tim	Sp	29 2	L4IH	414	132	3810	30x5	30x5D
Federal A 6	*2	1855	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Pet	Ross	Zen	Vac	DR	Own	4	Cla	Sp	38.5	L4IH	450	151	4635	32x6	32x6D
Federal A 6 T	*2½	2185	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Pet	Ross	Zen	Vac	DR	Own	4	Tim	Sp	47.1	L4IHV	659	151	5185	32x6	32x6D
Federal A 6 T W	*2½	2360	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Pet	Ross	Zen	Vac	DR	Own	4	Tim	Wo	52.8	L4IHV	659	151	5185	32x6	32x6D
*Federal D 2 S W	*2½-3	1050	Con	L	4	3⅞x4¼	200.5	24.0	48@2500	C	Long	Borg	Pet	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L6IH	566	140	3980	20x6.00	32x6
*Federal E 2 S W	*2½-3	1150	Con	L	6	3⅜x4	215.0	27.3	60@2600	C	Long	Borg	Pet	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L6IH	566	145	4030	20x6.00	32x6
*Federal D 2 D	*2½-3	1350	Con	L	4	3⅞x4¼	200.5	24.0	48@2500	C	Long	Borg	Pet	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L6IH	566	140	4235	20x6.00	32x6
*Federal E 2 D	*2½-3	1450	Con	L	6	3⅜x4	215.0	27.3	60@2600	C	Long	Borg	Pet	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L6IH	566	140	4310	20x6.00	32x6
Federal T 10 B	*2½-3	2740	Cor	H	6	4 x4⅛	311.0	38.4	75@2200	C	Long	Borg	Pet	Ross	Zen	P	DR	Own	4	Tim	Sp	44.5	L4IHV	659	165	6645	34x7	34x7D
Federal T 10 W	*2½-3	2915	Con	H	6	4 x4⅛	311.0	38.4	75@2200	C	Long	Borg	Pet	Ross	Zen	P	DR	Own	4	Tim	Wo	44.0	L4IHV	659	165	6645	34x7	34x7D
Federal T 10 D R	*2½-3	2915	Con	H	6	4 x4⅛	311.0	38.4	75@2200	C	Long	Borg	Pet	Ross	Zen	P	DR	Own	4	Tim	2 R	45.6	L4IHV	659	165	6645	34x7	34x7D
Federal U 6	*3-3½	3860	Con	H	6	4 x4½	339.0	38.4	85@2200	C	Long	Borg	Pet	Ross	Str	P	DR	Br-L	7	Tim	Wo	64.6	L4IHV	676	165	7315	34x7	34x7D
Federal U 6 D R	*3-3½	3860	Con	H	6	4 x4½	339.0	38.4	85@2200	C	Long	Borg	Pet	Ross	Str	P	DR	Br-L	7	Tim	2 R	69.6	L4IHV	767	165	7315	34x7	34x7D
*Federal A 6 S W	*4	2360	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Pet	Ross	Zen	Vac	DR	Own	4	Cla	Sp	38.5	L6IHV	675	164	5620	32x6	32x6D
Federal C 7	5-6	4485	Con	H	6	4⅜x4¾	427.5	45.9	100@2200	C	Long	Borg	Pet	Han	Zen	P	DR	Br-L	7	Tim	2 R	75.2	L4IHV	921	195	9350	20x9.75	20x9.75D
Federal C 8	5-6	4895	Con	H	6	4⅜x4¾	427.5	45.9	100@2200	C	Long	Borg	Pet	Han	Zen	P	DR	Br-L	7	Tim	2 R	75.2	W4IA	921	195	9450	20x9.75	20x9.75D
Federal X 8	*7½	5085	Con	L	4	5 x6	471.0	40.0	61@1350	G	Long	Borg	Pet	Gem	Zen	Vac	AB	Br-L	7	Tim	Wo	110.9	T2IMV	603	162	†9750	36x6S	40x14S
Federal X 8 D R	*7½	5085	Con	L	4	5 x6	471.0	40.0	61@1350	G	Long	Borg	Pet	Gem	Zen	Vac	AB	Br-L	7	Tim	2 R	106.0	T2IMV	603	162	†9750	36x6S	40x14S
Federal X 8 R	*7½	5810	Con	H	6	4⅜x4¾	427.5	45.9	100@2200	C	Long	Borg	Pet	Gem	Zen	P	DR	Br-L	7	Tim	Wo	110.9	T2IMV	462	162	10625	40x8	40x8D
Federal X 8 R D R	*7½	5810	Con	H	6	4⅜x4¾	427.5	45.9	100@2200	C	Long	Borg	Pet	Gem	Zen	P	DR	Br-L	7	Tim	2 R	106.0	T2IMV	462	162	10625	40x8	40x8D
Ford AA	1½	495	Own	L	4	3⅞x4¼	200.5	24.0	40@2200	G

Major Specifications and Mechanical Details of 1932 Commercial Cars

(CONTINUED FROM PAGE FIVE)

Make and Model	Capacity—Tons or Lbs.	Chassis Price	Engine	Valve Arr'g'm't	No. of Cyls.	Bore and Stroke	Piston Disp.	Tax H.P.	Max. Brake H.P. and Peak R.P.M.	Type Camshaft Drive	Radiator Make	Clutch Make	Universals Make	Steering Gear Make	Carburetor Make	Fuel Feed Type	Make Electr'l System	Make Transmission	No. Spds. For.	Rear Axle Make	Rear Axle Type	Rear Axle Final Drive	Final Gear Reduction	Type Service Brakes	Area Service Brakes	Standard Wheel Base	Chassis Wgt.	Standard Tire Sizes Front	Standard Tire Sizes Rear
General Motors T-45	*16000	1900	Own	H	6	3 1/4x4 5/8	257.5	28.3	76@2500	G	Long	Own	Spic	Sag	Mar	P	DR	Own	4	Own	2R	50.7	B4IM	524	141	5050	32x6P	32x6DP
General Motors T-51	*19000	2565	Own	H	6	3 3/8x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Mar	P	DR	Own	4	Own	Sp	40.6	B4IM	574	155	5955	34x7P	34x7DP
General Motors T-53	*19000	2490	Own	H	6	3 3/8x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Mar	P	DR	Own	4	Own	3R	49.8	B4IM	574	155	6095	34x7P	34x7DP
General Motors T-55	*22000	3035	Buick	H	6	3 3/8x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	Wo	52.5	B4IM	685	154	6985	20x9.00B	20x9.00DB
General Motors T-60	*22000	3445	Own	H	6	3 3/8x5	331.4	33.7	94@2500	G	Long	Own	Pet	Sag	Str	P	DR	Own	12	Own	Wo	52.5	B4IMV	793	155	7500	20x9.00B	20x9.00DB
General Motors T-61	*22000	3795	Own	H	6	3 3/8x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Str	P	DR	Own	12	Own	Wo	142.5	B4IM	868	155	7670	20x9.00B	20x9.00DB
General Motors T-82	*24000	3990	Own	H	6	3 3/8x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Str	P	DR	Own	12	Own	Wo	142.5	B4IMV	865	171	10630	20x9.75B	20x9.75DB
General Motors T-83	*24000	5600	Own	H	6	4 1/4x5 1/2	468.0	43.3	115@2100	C	Long	Own	Pet	Sag	Str	P	DR	Own	4	Own	2R	53.3	B4IMV	868	185	9400	20x7.50B	20x7.50DB
General Motors T-85	*30000	5285	Own	H	6	3 3/8x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Str	P	DR	Own	12	Own	Wo	129.0	Br1A	1191	189	13250	34x7P	34x7DP
†General Motors T-90	*28000	7545	Own	H	6	4 1/4x5 1/2	468.0	43.3	115@2100	C	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	Wo	53.3	B6IA	1191	189	12850	34x7P	34x7DP
†General Motors T-95	*40000	7545	Own	H	6	4 1/4x5 1/2	468.0	43.3	115@2100	C	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	2R	51.1	B6IA	1191	189	12850	34x7P	34x7DP
†General Motors T-96	*34000	7195	Own	H	6	4 1/4x5 1/2	468.0	43.3	115@2100	C	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	2R	51.1	B6IA	1191	189	12850	34x7P	34x7DP
Gramm A X 4	1	785	Con	L	4	3 1/8x4	200.4	24.0	50@2800	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	36.3	L4IH	380	131	*3300	20x6.00	20x6.50
Gramm A X 6	1	895	Con	L	6	3 1/8x4	214.0	27.3	61@3000	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	36.3	L4TH	380	131	3550	20x6.00	20x6.50
Gramm B X 4	1 1/2	895	Con	L	4	3 1/8x4 1/4	200.4	24.0	50@2800	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	36.3	L4IH	380	131	3475	20x6.00	20x6.00D
Gramm B X 6	1 1/2	895	Con	L	6	3 1/8x4	214.7	27.3	61@3000	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	36.3	L4IH	380	131	3725	20x6.00	20x6.00D
Gramm B Z	1 1/2	995	Own	L	6	3 1/4x3 1/8	193.0	25.3	65@3400	C	Per	Own	Blo	Ross	Til	Vac	Aut	Cov	4	Tim	Sp	39.6	L4IH	380	131	3500	6.00x20	32x6S
Gramm B	1 3/4	1495	Lyc	L	6	3 1/4x4 1/2	224.0	25.3	61@2900	G	Per	Own	Blo	Ross	Zen	P	Aut	W-G	4	Tim	Sp	34.3	L4IH	378	140	4150	20x6.50	20.6.50D
†Gramm C X 4	2	1095	Con	L	4	3 3/8x4 3/8	248.2	27.3	70@3000	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	37.0	L4IH	452	131	3900	20x6.50	20.6.50D
†Gramm C X 6	2	1295	Con	L	6	3 3/8x4 1/2	278.6	31.5	82@2600	G	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	37.0	L4IH	452	131	4150	20x6.50	20x6.50D
Gramm C	2	1795	Lyc	L	6	3 3/4x4 1/2	299.0	33.7	85@2800	G	Per	Jon	Blo	Ross	Zen	P	Aut	Cov	4	Tim	Sp	37.0	L4IH	452	131	4800	20x7.00	20x7.00D
Gramm C	2 1/2	1895	Lyc	L	6	3 3/4x4 1/2	299.0	33.7	90@2200	G	Per	Jon	Blo	Ross	Zen	P	Aut	Cov	4	Tim	Sp	31.0	L4IH	353	160	4900	20x7.50	20x7.50D
Gramm C F	2 1/2	1995	Lyc	L	6	3 3/4x4 1/2	299.0	33.7	90@2200	G	Per	Own	Blo	Ross	Zen	P	Aut	Cov	4	Tim	Sp	38.2	L4IH	353	160	5300	20x7.50	20x7.50D
Gramm D	3	2595	Lyc	L	6	3 7/8x5	353.8	36.0	90@2200	G	Per	Own	Blo	Ross	Zen	P	Aut	Br-L	4	Tim	Sp	33.0	L4IHV	339	160	5950	20x8.25	20x8.25D
Gramm E	3	3595	Con	H	6	4 1/8x4 3/4	380.9	40.8	90@2200	C	Per	Ful	Blo	Ross	Zen	P	Aut	Cov	4	Tim	Sp	35.0	L4IHV	659	160	7200	20x7.50	20x7.50D
Gramm E Y	4	3695	Con	H	6	4 3/8x4 3/4	428.4	45.9	100@2200	C	Per	Br-L	Blo	Ross	Zen	P	Aut	Br-L	4	Tim	Sp	30.0	L41HA	—	190	8200	20x9.00	20x9.00
Gramm G	4	4345	Con	H	6	4 3/8x4 1/2	278.6	31.5	82@2600	G	Per	Br-L	Blo	Ross	Zen	P	Aut	Cov	4	Wis	2R	28.0	BW41M	768	160	8200	20x9.00	20x8.25D
Gramm G Y	4	5175	Con	H	6	4 3/8x4 3/4	428.0	45.9	100@2300	C	Per	Ful	Blo	Ross	Zen	P	Aut	Br-L	4	Wis	2R	—	41A	864	157	9500	20x9.00	20x9.00D
Gramm G W	5	5175	Con	L	6	4 3/4x5 3/4	611.4	54.1	127@2300	G	Per	Ful	Blo	Ross	Zen	P	Aut	Ful	4	Wis	2R	25.2	41A	996	236	10100	20x9.00	20x9.00
Gramm H Y	5	6545	Con	L	6	4 3/4x5 3/4	611.0	54.1	127@2300	G	Per	Ful	Blo	Ross	Zen	P	Aut	Ful	4	Wis	2R	25.2	41A	996	236	10100	20x9.00	20x9.00
Indiana 64	6500	1195	Con	L	6	3 3/8x4 5/8	248.2	27.3	65@2700	C	Long	Borg	Spic	Ross	Str	Vac	Aut	Br-L	3	Col	Sp	21.3	C4IM	244	137	*3400	30x5	30x5
Indiana 74	7500	1290	Con	L	6	3 3/8x4 5/8	248.2	27.3	65@2700	C	Long	Borg	Spic	Ross	Str	Vac	Aut	Br-L	4	Col	Sp	25.6	C4IM	190	137	3450	32x6	32x6
Indiana 89	9000	1525	Con	L	6	3 3/8x4 5/8	248.2	27.3	65@2700	C	Long	Borg	Spic	Ross	Str	Vac	Aut	Br-L	4	Col	Sp	20.9	C4IM	292	149	4050	32x6	32x6
Indiana 111 XW	12500	1850	Her	L	4	4 x5	251.3	25.6	46@2000	G	MeC	Borg	Spic	Ross	Str	Vac	Aut	Br-L	4	Wis	2R	36.2	K2IM	270	120	3740	32x6	32x6D
Indiana 120	12000	1990	Con	H	6	4 x4 1/8	311.0	38.4	73@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Tim	Sp	31.3	L4IH	353	156	5400	32x6	32x6D
Indiana 140	14000	2495	Con	H	6	4 x4 1/8	311.0	38.4	73@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	46.2	L4IHV	380	170	6500	32x6	32x6D
Indiana 160	17000	2935	Con	H	6	4 x4 1/8	311.0	38.4	73@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	46.6	L4IHV	380	170	7100	32x6	32x6D
Indiana 141	17000	3160	Con	H	6	4 3/8x4 3/4	428.4	45.9	100@2400	C	G &O	—	Spic	Ross	Str	P	Aut	—	4	Wis	2R	45.3	L4IHV	380	170	7200	34x7	34x7D
Indiana 170	17500	3660	Con	H	6	4 3/8x4 3/4	427.5	45.9	100@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	49.5	L4IHV	471	170	8100	34x7	36x8D
Indiana 175	19500	3820	Con	H	6	4 1/4x4 3/4	380.9	40.8	89@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	50.7	L4IHV	546	170	8400	36x8	40x8D
Indiana 195	22000	4560	Con	H	6	4 3/8x4 3/4	427.5	45.9	100@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Tim	Wo	63.7	LT4IHV	664	182	10750	38x7P	40x14S
Indiana 220	25000	5950	Con	H	6	4 3/8x4 3/4	427.5	45.9	100@2400	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br	7	Tim	Wo	95.0	T4IA	678	182	10750	38x7P	36x10S
Indiana 250	30000	7250	Con	L	6	4 3/4x5 3/4	611.4	54.1	116@1800	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br	7	Tim	Wo	90.9	T4IA	864	212	14000	38x7P	
Indiana 290	40000	9700	Con	L	6	4 3/4x5 3/4	611.4	54.1	116@1800	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br	7	Tim	Wo	90.9	T4IA	864	212	14000	38x7P	
*Indiana 640																													
International A 1	3/4	615	Wak	L	4	3 3/8x4 1/2	186.0	21.0	39@2400	G	Mod	Mec	Mec	Ross	Zen	Vac	DR	W-G	4	Own	Sp	39.5	BE4IM	212	136	*2930	5.50x20	5.50x20
International A 2	1 1/2	615	Wak	L	4	3 3/8x4 1/2	186.0	21.0	39@2400	G	Mod	Mec	Mec	Ross	Zen	Vac	DR	W-G	4	Own	Sp	39.5	BE4IM	212	136	*2935	5.50x20	6.00x20
International B 2	1 1/2	665	Wak	L	4	3 3/8x4 1/2	186.0	21.0	39@2400	G	Mod	Own	Mec	Ross	Zen	Vac	DR	W-G	4	Own	Sp	47.3	BE4IM	212	136	2960	5.50x20	6.00x20
International A L 3	1 1/2	1450	Lyc	L	6	3 1/4x4 1/2	224.0	25.3	54@2700	G	Mod	Rock	Mec	Ross	Zen	P	DR	W-G	4	Own	Sp	42.9	B4IM	295	138	4032	20x6.00	6.00x20
International A 3	1 1/2	795	Lyc	L	6	3 1/4x4 1/2	224.0	25.3	54@2700	G	Mod	Rock	Mec	Ross	Zen	P	DR	W-G	4	Own	Sp	33.8	BE4IM	287	136	3500	6.00x20	6.00x20D
International A 3 1/2	1 1/2	1250	Lyc	L	6	3 1/4x4 1/2	224.0	25.3	54@2700	G	Mod	Rock	Mec	Ross	Zen	P	DR	W-G	4	Own	Sp	34.9	BE4IM	303	136	3700	6.00x20	32x6D
International A 4	2	1750	Own	H	6	3 3/8x4 1/2	279.0	31.5	67@2600	G	Mod	Own	Mec	Ross	Zen	Vac	DR	Own	5	Own	Sp	47.8	BE4IM	378	145	5221	32x6	34x7D
International A 5	3	2350	Own	H	6	3 3/8x4 1/2	279.0	31.5	67@2600	G	Mod	Own	Mec	Ross	Zen	Vac	DR	Own	5	Own	Sp	52.6	BE4IM	430	156	5895	34x7	34x7D
International A 6	3	2675	Own	H	6	3 3/8x4 1/2	279.0	31.5	59@2000	C	Own	Own	Own	Own	Zen	Vac	DR	Own	5	Own	Sp	62.5	BE4IM	430	156	6120	34x7	34x7D
International W 1	2 1/2	3850	Hall	H	4	4 1/4x5 1/2	312.0	28.9	69@2000	C	Own	Own	Own	Own	Zen	Vac	RB	Own	5	Own	2R	60.5	BE4IM	710	148	8300	36x8S	36x8S
International W 2	3 1/2	4850	Hall	H	4	4 3/4x5 1/2	390.0	36.1	117@2200	G	Mod	Rock	Mec	Ross	*Zen	P	DR	Own	5	Own	2R	70.5	BE4IM	794	160	10125	36x6S	40x12S
International A 7	5	6200	Own	H	6	4 1/2x5 1/2	525.0	48.6	136@2100	G	Mod	Rock	Mec	Ross	*Zen	P	DR	Own	5	Own	2R	52.3	BO4IM	730	123	11250	9.75x20	9.75x20D
International A 8	5	6300	Own	H	6	5 x5 1/2	650.0	60.0	136@2100	G	Mod	Rock	Mec	Ross	*Zen	P	DR	Own	5	Own	2R	52.3	BO4IM	730	123	11250	9.75x20	9.75x20D
La France Rep. A 1	6000	795	Lyc	L	6	3 x4 3/4	201.5	21.5	60@2500	G	G&O	Borg	Spic	Han	Zen	Vac	Aut	Ful	4	Tim	Sp	36.1	L4IH	378	132	3000	20x5.50	32x6
La France Rep. C 1	7500	1295	Lyc	L	6	3 1/4x4 1/2	224.0	25.4	61@2750	G	G&O	Borg	Spic	Han	Zen	Vac	Aut	Ful	4	Tim	Sp	35.8	L4IH	413	144	3300	20x6.00	32x6
La France Rep. D 1	9000	1595	Lyc	L	6	3 1/4x4 1/2	224.0	25.4	61@2750	G	G&O	Borg	Spic	Han	Zen	Vac	Aut	Ful	4	Tim	Sp	37.9	L4IH	448	144	3725	30x5	30x5D
La France Rep. E-1	13000	1985	Bud	L	6	3 1/4x4 1/2	260.0	29.5	69@2600	G	Per	Borg	Spic	Ross	Zen	Vac	Aut	Ful	4	Tim	Sp	47.0	L4IHV	578	162	5000	20x7.50	20x7.50D
La France Rep. F-3	15000	2395	Lyc	L	6	3 1/2x4 1/2	299.0	33.7	80@2500	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	4	Tim	Sp	50.6	L4IHV	656	174	5625	34x7	34x7D
La France Rep. H 2	16000	2985	Lyc	L	6	3 3/4x4 1/2	299.0	33.7	80@2500	G	Per	Ful	Spic	Ross	Zen	Vac	Aut	Ful	4	Tim	2R	41.6	L4IHV	658	174	6370	34x7	34x7D
La France Rep. H-3	18000	3395	Bud	L	6	3 7/8x5	354.0	36.0	85@2300	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	5	Wis	2R	51.0	L4IHV	768	174	7500	20x9.75B	20x9.75DB
La France Rep. M 2	20000	4000	Wak	L	6	4 1/8x4 3/4	393.0	42.1	94@2400	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	5	Tim	2R	54.0	L4IHV	768	174	7500	36x8	36x8D
La France Rep. M-3	22000	4750	Wak	L	6	4 3/8x5 1/8	462.0	46.0	97@2000	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	5	Tim	2R	62.5	L4IHV	768	191	——	20x10.50B	20x10.50DB
La France Rep. 35-2	24000	5600	Wak	L	6	4 3/8x5 1/8	462.0	46.0	97@2000	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	4	Wis	2R	45.4	L4IHV	870	174	9250	38x9	38x9D
La France Rep. 35-2	28000	5900	Wak	L	6	4 3/8x5 1/8	517.0	51.0	100@1800	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	4	Tim	2R	111.5	W4IA	1054	191	——	24x10.50B	24x10.50DB
Maccar 36 A	1 1/2	1900	Bud	L	6	3 3/4x4 1/2	298.0	33.7	83@2800	G	Per	Br-L	Spic	Ross	Str	P	DR	Br-L	4	Tim	Sp	30.6	L4IH	315	171	4850	32x6	32x6D
Maccar 40 A	2	2400	Bud	L	6	3 3/4x4 1/2	298.0	33.7	83@2800	G	Per	Br-L	Spic	Ross	Str	P	DR	Br-L	4	Tim	Sp	38.8	L4IHV	325	171	5340	32x6	32x6D
Maccar 56	3	3350	Bud	L	6	3 3/4x5	311.0	33.7	72@2100	G	Per	Br-L	Spic	Ross	Str	Vac	DR	Br-L	4	Wis	2 R	37.4	L4IHV	411	183	6200	34x7	34x7D
Maccar 60	4	3950	Bud	L	6	4 1/8x5 1/8	411.0	40.8	103@2100	G	Per	Br-L	Spic	Ross	Str	Vac	DR	Br-L	4	Tim	Wo	34.3	L4IHV	411	183	6600	20x9.00	20x9 00D
Maccar 66 A	5	5500	Her	L	6	4 5/8x4 3/4	479.0	51.3	106@2100	G	Per	Br-L	Spic	Ross	Zen	Vac	DR	Br-L	7	Tim	Wo	64.5	W4IA	617.5	206	8200	20x9.75	20x9.75D
Maccar 86 A	10	8250	Her	L	6	4 5/8x5 1/4	529.0	51.3	124@2200	G	Per	Br-L	Spic	Ross	Zen	Vac	DR	Br-L	7	Tim	Wo	72.3	W4IA	623	206	9500	20x10.50	20x10.50D
†Maccar SW-86																			5	Tim	Wo	72.3	T6IA	103	206	11700,	20x10.50	20x10.50D
††Mack B L	——	2500	Own	L	6	3 1/4x5	248.9	25.3	63@2800	G	Own	Own	Spic	Gem	Str	Vac	NE	Own	4	Own	Sp	39.5	BE4IM	302	148	*4450	20x6.00B	20x6.00DB
††Mack B G	——	3000	Own	L	6	3 3/8x5	309.6	31.5	75@2600	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	Sp	40.6	BE4IM	415	156	5200	32x6	32x6D
††Mack A B	——	4350	Own	L	4	4 1/4x5	283.7	28.9	60@2200	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	2 R	47.0	L4IHV	471	146 1/2	7100	34x7	34x7D
††Mack A B	——	4000	Own	L	4	4 1/4x5	283.7	28.9	60@2200	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	Ch	47.0	L4IHV	471	146 1/2	6850	34x7	34x7D
Mack A B	——	4500	Own	L	6	3 3/8x5	309.6	31.5	75@2600	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	Ch	47.0	L4IHV	471	146 1/2	8850	34x7	34x7D
Mack A B	——	4150	Own	L	6	3 3/8x5	309.6	31.5	75@2600	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	2 R	53.3	B4IMV	471	154	8350	36x8	36x8D
††Mack A B	——	5250	Own	L	6	4 x5 1/2	417.7	38.4	100@2300	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	2R	53.3	B4IMV	610	154	8500	36x8	36x8D
††Mack B C	——	5500	Own	L	6	4 x5 1/2	417.7	38.4	100@2300	G	Own	Own	Spic	Own	Str	Vac	L-N	Own	4	Own	2R	129.0	Br1A	868	185	9400	36x8	36x8D
††Mack B C	——	6150	Own	L	6	4 1/2x5 1/2	525.2	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	53.3	B6IA	1191	189	13250	36x8	36x8D
††Mack B J	——	5150	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	2R	51.1	B6IA	1191	189	12850	36x8S	36x5DS
††Mack A K	——	5250	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	2 R	36.3	L4IH	492	162	9700	36x5S	36x5DS
††Mack A K	——	4950	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	38.8	L4IHV	194	156	9500	36x5S	40x5DS
††Mack A C	——	6450	Own	L	6	4 1/2x5 1/2	525.5	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	2 R	37.4	L4IHV	411	183	10900	22x10.50B	22x10.50DS
††Mack A K	——	5500	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Vac	L-N	Own	4	Own	2 R	34.3	L4IHV	411	183	10100	36x6S	40x6DS
††Mack A C	——	6550	Own	L	6	4 1/2x5 1/2	525.5	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	64.5	W4IA	617.5	206	11950	24x10.50B	24x10.50DB
††Mack A C	——	6950	Own	L	6	4 5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Vac	L-N	Own	4	Own	Ch	72.3	W4IA	623	206	10450	36x7S	40x7DS
††Mack A C	——	9500	Own	L	6	4 5 x6	706.5	60.0	150@2000	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	72.3	T6IA	103	206	12200	36x7S	40x8DS
††Mack A P	——	9500	Own	L	6	4 1/2x5 1/2	525.2	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	Ch	72.3	T6IA	103	206	11700,	20x10.50	20x10.50D
††Mack A K 6—6 wheel	——	9500	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Vac	L-N	Own	4	Own	Ch	64.5	W4IA	617.5	206	8200	20x9.75	20x9.75D
††Mack A C 6 wheel	——	7650	Own	L	6	4 1/2x5 1/2	525.2	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	Ch	72.3	W4IA	623	206	9500	20x10.50	20x10.50D
††Mack A C 6—6 wheel	——	9000	Own	L	6	5 x6	706.5	60.0	150@2000	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	2 R	72.3	T6IA	103	206	11700,	20x10.50	20x10.50D
Mack A P 6 wheel	——	11500	Own	L	6	5 x6	706.5	60.0	150@2000	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	2 R	72.3	T6IA	103	206	11700,	20x10.50	20x10.50D
††Mack A P 6 wheel	——	12000	Own	L	6	5 x6	706.5	60.0	150@2000	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	2 R	72.3	T6IA	103	206	11700,	20x10.50	20x10.50D
Pierce-Arrow P T	12000	3950	Own	L	6	3 3/4x4 1/2	298.0	33.5	70@2600	G	Long	Long	Cle	Han	Zen	P	DR	Cla	4	Tim	Sp	——	B4IMV	388	160	*5600	20x7.50B	20x7.50D
Pierce-Arrow P W	18000	4150	Own	L	6	4 1/8x4 1/2	361.0	40.3	77@2400	G	Long	Long	Cle	Han	Zen	P	DR	Cov	4	Tim	*Wo	——	W4IA	458	150	6660	20x9.00B	20x9.00B
Pierce-Arrow P X	24000	5375	Own	L	6	4 3/8x4 3/4	479.0	51.3	103@2200	G	Long	Long	Cle	Han	Zen	P	DR	Cov	4	Tim	*Wo	——	W4IA	610	160	9300	20x10.50B	20x10.50B
Pierce-Arrow P Y	28000	5950	Own	L	6	4 3/8x4 3/4	479.0	51.3	103@2200	G	Long	Long	Cle	Han	Zen	P	DR	Cov	4	Own	*Wo	——	W4IA	701	160	10675	24x10.50B	24x10.50B
Pierce-Arrow P Z	34000	6950	Own	L	6	4 3/4x5 3/4	611.0	54.1	130@2000	G	Long	Long	Cle	Han	Zen	P	DR	Own	4	Own	*Wo	——	W4IA	702	168	12800	36x7B	40x16B
Relay Series 15 AA	3/4	1370	Con	L	6	3 3/8x4	214.7	27.3	52@2200	C	Long	Borg	Blo	Han	Str	Vac	Aut	W-G	4	Own	2 R	38.4	L4IH	297	131	3750	30x5P	30x5P
Relay Series 15 AB	1	1400	Con	L	6	3 3/8x4	214.7	27.3	52@2200	C	Long	Borg	Blo	Han	Str	Vac	Aut	W-G	4	Own	2 R	38.4	L4IH	297	131	3800	30x5P	30x5P
Relay Series S 11	1	1700	Bud	L	6	3 3/8x4 1/2	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Own	2 R	30.0	L4IH	297	142	4050	30x5P	30x5P
Relay Series S 11	1 1/2	1900	Bud	L	6	3 3/4x5	331.0	33.7	64@2100	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Own	2 R	41.8	L4IH	297	162	4500	30x5P	30x5DP
Relay 40 CA	1 1/2	3040	Bud	L	6	3 3/4x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Own	2 R	41.8	L4IH	394	168	5550	34x5P	34x5DP
Relay 40 CB	2	3290	Bud	L	6	3 3/4x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Own	2 R	58.5	L4IH	584	168	5750	36x6P	36x6DP
Relay Series 50	2	3860	Bud	L	6	3 3/8x4 1/2	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Own	2 R

Major Specifications and Mechanical Details of 1932 Commercial Cars

(CONTINUED FROM PAGE SIX)

Make and Model	Capacity—Tons or Lbs.	Chassis Price	Engine	Valve Arr'g'm't	No. of Cyls.	Bore and Stroke	Piston Disp.	Tax H. P.	Max. Brake H. P. and Peak R. P. M.	Type Camshaft Drive	Radiator Make	Clutch Make	Universals Make	Steering Gear Make	Carburetor Make	Fuel Feed Type	Make Electr'l System	Transmission	No. Spds. For.	Rear Axle Make	Type Final Drive	Final Gear Reduction	Type Service Brakes	Area Service Brakes	Standard Wheel Base	Chassis Wgt.	Standard Tire Sizes Front	Rear
Service Series S 11	1	1600	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Col	Sp	25.5	——	——	142	3900	30x5P	30x5P
Service Series S 11	1½	1900	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Tim	Sp	29.2	L4IH	297	162	4300	30x5P	30x5DP
Service Series 40	1½	2998	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	4700	34x5P	34x5DP
Service Series S 11	2	2030	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Tim	Sp	29.2	L4IH	297	162	4500	32x6	32x6D
Service Series 40	2	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	4900	36x6	36x6D
Service Series 40	2½	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	5150	36x6P	36x6D
Service Series 60	2½	4580	Bud	L	6	4⅛x5½	410.9	40.8	83@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	5	Tim	Wo	63.0	L4IH	584	175	7000	36x6	36x6D
Service Series 60	3	4680	Bud	L	6	4⅛x5½	410.9	40.8	83@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	5	Tim	Wo	63.0	——	—	175	7100	36x6	38x7D
Service Series 80	3½	5350	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Borg	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	98.2	——	—	175	8200	36x6S	36x12S
Service Series 80	4	5330	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	98.2	——	—	175	8400	36x6S	36x14S
Service Series 100	5	5830	Bud	L	6	4⅛x5½	410.9	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	95.0	——	793	175	9600	36x6S	40x14S
Sterling FB-30	1½	795	Con	L	6	3¾x4	214.7	28.0	72@3300	C	Per	Borg	Spic	Ross	Zen	P	DR	War	4	Tim	St	37.6	L4IH	269	142	3300	20x6.50B	20x6.50B
Sterling FB-45	2	1485	Con	L	6	3¾x4⅝	248.0	28.0	66@3000	C	Per	Borg	Spic	Ross	Zen	P	DR	War	4	Cla	St	36.2	L4IH	228	159	4230	20x6.50B	20x6.50DB
Sterling FB-55	2-2½	1850	Con	L	6	3¾x4⅝	248.0	28.0	66@3000	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	St	36.3	L4IHV	282	159	4950	20x7.00B	20x7.00DB
Sterling FB-65	2½	2450	Wak	L	6	3¾x4¾	315.0	33.7	72@2500	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Tim	St	39.1	L4IHV	330	174	5550	20x7.50B	20x7.50DB
Sterling FB-80	3	3080	Wak	L	6	3¾x4¾	315.0	33.7	72@2500	G	Mod	Own	Spic	Han	Zen	P	DR	Own	4	Tim	St	49.5	L4IHV	392	174	6480	20x8.25B	20x8.25DB
Sterling FD-80	3	3275	Wak	L	6	4 x4¾	358.0	38.4	80@2500	G	Mod	Own	Spic	Han	Zen	P	DR	Own	5	Wis	2R	55.7	L4IHV	396	174	6680	20x8.25B	20x8.25DB
Sterling FW & FD 97	3½	4225	Wak	L	6	4⅛x4¾	381.0	40.8	85@2500	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Tim	Wo	51.6	L4IHV	664	192	7955	36x8P	36x8DP
Sterling FW & FD 97 S	3½	4490	Wak	L	6	4⅝x5½	462.0	45.9	102@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Tim	Wo	51.6	L4IHV	664	192	8200	36x8P	36x8DP
Sterling FC 90	4	4200	Wak	L	6	4⅛x4¾	381.0	40.8	85@2500	G	Mod	Own	Spic	Han	Zen	P	DR	Own	4	Own	—	56.3	O2IMV	466	174	7480	20x9.00B	20x9.00DB
Sterling FW & FD 97	4	4225	Wak	L	6	4⅛x4¾	381.0	40.8	85@2500	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Tim	Wo	51.6	L4IHV	664	192	7955	36x8P	36x8DP
Sterling FW & FD 97 S	4	4490	Wak	L	6	4⅝x5½	462.0	45.9	102@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Tim	Wo	51.6	L4IHV	664	192	8200	36x8P	36x8DP
Sterling FW & FD 115	4	4805	Wak	L	6	4⅝x5½	462.0	45.9	102@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Tim	Wo	54.6	L4IHV	664	192	8750	40x8P	40x8DP
Sterling FC-105	4	5150	Wak	L	6	4½x5½	411.0	40.8	81@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Own	—	61.2	O2IMV	562	192	8000	20x9.00B	20x9.00DB
Sterling FC-107	4	5200	Wak	L	6	4⅝x5½	462.0	45.9	102@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Own	—	54.6	O2IMV	576	192	8200	36x8P	36x8DP
Sterling FC-120 S	4	5650	Wak	L	6	4⅝x5½	462.0	45.9	102@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Own	—	57.6	O2IMV	658	192	8400	20x9.75B	20x9.75DB
Sterling FC-120	4-5	5350	Wak	L	6	4⅛x4¾	381.0	40.8	85@2500	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Own	—	62.2	O2IMV	500	192	8550	40x8P	40x8DP
Sterling FW & FD 115	5	4895	Wak	L	6	4⅝x5½	462.0	45.9	102@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Own	Wo	54.6	L4IHV	664	192	8750	40x8P	40x8DP
Sterling FW & FD 140	5	6070	Wak	L	6	4⅝x5½	462.0	45.9	102@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Tim	Wo	65.6	WS41A	690	192	10500	40x8P	42x9DP
Sterling FC-135	5	5825	Wak	L	6	4⅝x5½	462.0	45.9	102@2400	G	Mod	Own	Spic	Ross	Zen	P	DR	Own	4	Own	—	62.2	O2IMV	500	192	8900	40x8P	40x8DP
Stewart 30	1	695	Lyc	L	4	3¾x4½	199.0	22.5	50@2600	G	Fed	Borg	Spic	Russ	Str	P	DR	W-G	4	Sal	Sp	35.1	B4IM	——	130	*3158	20x6.50	20x6.50
Stewart 30 X	1	795	Lyc	L	6	3 x4¾	201.5	23.8	60@2800	G	Fed	Borg	Spic	Ross	Str	P	DR	W-G	4	Sal	Sp	35.1	B4IM	——	130	3199	20x6.50	20x6.50
Stewart 40 X A	1½	995	Lyc	L	6	3¼x4½	224.0	25.3	62@2600	G	Fed	Borg	Spic	Ross	Zen	P	DR	W-G	4	Sal	Sp	35.1	B4IM	——	145	3574	20x6.50	20x6.50D
Stewart 50X	2	1195	Lyc	L	6	3⅜x4½	242.0	27.3	65@2800	G	Fed	Borg	Spic	Ross	Zen	P	DR	W-G	4	Cla	Sp	35.1	B4IM	——	145	4165	20x6.50	20x6.50DB
Stewart 29 X S	2	1695	Lyc	L	6	3¾x4½	298.0	33.7	85@2750	G	Own	Ful	Spic	Ross	Str	P	DR	Ful	4	Cla	Sp	44.1	B4IM	——	145	5194	20x7.00	20x7.00D
Stewart 32 X	2½	1990	Lyc	L	6	3¾x4½	298.0	33.7	85@2750	G	Mod	Ful	Spic	Ross	Str	P	DR	Ful	4	Cla	Sp	46.1	B4IM	——	165	6552	20x7.00	20x7.00D
Stewart 58-8	2½	2390	Lyc	L	8	3⅜x4½	322.0	36.5	100@2800	G	Fed	Ful	Spic	Ross	Str	P	DR	Ful	4	Cla	Sp	46.1	B4IM	——	170	6170	20x7.50	20x7.50DB
*Stewart 18 X	2½	2690	Lyc	L	8	3⅜x5	310.0	36	85@2750	G	Own	Ful	Spic	Ross	Str	P	DR	Ful	4	Tim	Wo	48.1	B4IM	——	165	6245	20x7.50	20x7.50D
Stewart 36 X	3	2990	Lyc	L	6	3⅜x5	354.0	36.2	90@2750	G	Fed	Borg	Spic	Ross	Str	P	DR	Br-L	4	Tim	Wo	105.1	B4IM	——	165	6584	20x8.25	20x8.25D
Stewart 48-8	3	2990	Lyc	L	8	3¾x4¾	420.0	45.0	130@2800	G	Fed	Br-L	Spic	Ross	Str	P	DR	Br-L	4	Cla	Sp	46.1	B4MV	——	170	6750	8.25x20B	8.25x20DB
Stewart 19 X	3½	3690	Lyc	L	8	3⅜x5	354.0	36.2	90@2750	G	Mod	Ful	Spic	Ross	Str	P	DR	Ful	12	Tim	Wo	105.1	B4IM	——	165	7474	20x9.00	20x9.00D
Stewart 38-8	3½	3990	Lyc	L	8	3¾x4¾	462.0	45.0	130@2800	G	Fed	Borg	Spic	Ross	Str	P	DR	Br-L	12	Tim	2R	105.1	B4IMV	——	170	7964	20x9.00	20x9.00D
Stewart 38-6	3½	3990	Wak	L	6	4⅜x5½	420.0	45.9	100@2000	G	Fed	Borg	Spic	Ross	Str	P	DR	Br-L	12	Tim	2R	105.1	B4IMV	——	170	7964	20x9.00	20x9.00D
Stewart 31 X	5	5190	Wak	L	6	4⅜x5½	518	51.2	105@2000	G	Mod	Br-L	Spic	Ross	Str	P	DR	Br-L	12	Tim	Wo	105.1	B4IMV	——	165	9885	20x9.75	20x9.75D
Stewart 27 X S	7	6190	Wak	L	6	4⅜x5½	516	51.2	105@2000	G	Own	Br-L	Spic	Ross	Str	P	DR	Br-L	12	Tim	Wo	105.1	W4I	——	165	10762	24x10.50	24x10.50D
Studebaker S-1	½	595	Own	L	6	3⅜x4½	221.0	27.3	70@3200	C	McC	Long	Spic	Ross	Str	P	DR	W-G	3	Own	Sp	16.4	B4IM	148	114	——	19x5.25	19x5.25
Studebaker S-20	1½	695	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Spic	Ross	Str	P	DR	W-G	4	Cla	Sp	36.2	B4IM	224	130	2965	20x6.00	32x6
Studebaker S-30	1½	775	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Spic	Ross	Str	P	DR	W-G	4	Cla	Sp	36.2	B4IM	224	160	3130	20x6.00	32x6
Studebaker S-40	2	895	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Cle	Ross	Str	P	DR	W-G	4	Tim	Sp	43.5	B4IM	276	136	3705	20x6.50	20x6.50D
Studebaker S-50	2	920	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Cle	Ross	Str	P	DR	W-G	4	Tim	Sp	43.5	B4IM	276	148	3835	20x6.50	20x6.50D
Studebaker S-60	2	945	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Cle	Ross	Str	P	DR	W-G	4	Tim	Sp	43.5	B4IM	276	160	3890	20x6.50	20x6.50D
Studebaker 88	—	3295	Own	L	8	3½x4¾	337.0	39.2	115@3200	G	Long	Long	Spic	Ross	Str	P	DR	Ful	4	Eat	Sp	24.6	B4IMV	444	184	5413	20x7.50	20x7.50D
Studebaker 99	—	3795	Own	L	8	3½x4¾	337.0	39.2	115@3200	G	Long	Long	Spic	Ross	Str	P	DR	Ful	4	Eat	Sp	24.6	B4IMV	505	184	5680	20x7.50	20x7.50D
**White 60 K	8500	2200	Own	L	6	3½x4½	260.0	29.4	50@1800	C	—	Own	Mec	Han	Zen	Vac	DR	Own	3	Own	Sp	17.6	L4IH	276	112	——	20x7.00B	20x7.00B
White 161	*9000	1700	Own	L	4	4 x5¾	289.0	25.6	45@1800	G	—	Own	Mec	Han	Zen	Vac	DR	Own	4	Own	Sp	19.5	L4IH	276	138	4290	20x7.00B	20x7.00DB
White 601	9000	1850	Own	L	6	3½x4½	260.0	29.4	54@2100	C	—	Own	Mec	Han	Zen	Vac	DR	Own	4	Own	Sp	19.5	L4IH	276	138	4000	20x7.50B	20x7.50B
White 602	10000	2050	Own	L	6	3½x4½	260.0	29.4	54@2100	C	—	Own	Mec	Han	Zen	Vac	DR	Own	4	Own	Sp	19.5	L4IH	276	138	4050	20x7.00B	20x7.00DB
White 162	*10000	1900	Own	L	4	4 x5¾	289.0	25.6	45@1800	G	—	Own	Mec	Han	Zen	Vac	DR	Own	4	Own	Sp	19.5	L4IH	276	138	4260	20x7.50B	20x7.50B
White 611	*11500	2450	Own	L	6	3¾x4½	299.0	33.7	68@2100	C	—	Own	—	Han	Zen	Vac	DR	Own	4	Own	Sp	23.4	L4IH	349	148	4960	36x4S	36x7B
White 211	*11500	2300	Own	L	4	4 x5¾	289.0	25.6	45@1800	G	—	Own	Spic	Han	Zen	Vac	DR	Own	4	Own	Sp	23.4	L4IH	349	148	5110	20x7.00B	20x7.00DB
White 212	*13000	2650	Own	L	4	4 x5¾	289.0	25.6	45@1800	G	—	Own	Spic	Han	Zen	Vac	DR	Own	4	Own	Sp	23.4	L4IH	349	148	5230	20x7.00B	20x7.00DB
White 612	*13000	2800	Own	L	6	3¾x4½	299.0	33.7	66@2100	C	—	Own	—	Han	Zen	Vac	DR	Own	4	Own	Sp	23.4	L4IH	349	148	5295	20x7.50B	20x7.50DB
White 620	*15000	4350	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	Own	Own	Spic	Ross	Zen	P	DR	Own	4	Own	Sp	41.8	OL4IHV	—	157	7430	20x8.25B	20x8.25DB
White 51 A	*17000	3750	Own	L	4	4¼x5¾	326.0	28.9	54@1600	G	Own	Own	Spic	Own	Zen	Vac	Eis	Own	4	Own	Sp	35.6	O2IM	335	170	6438	36x5	36x8S
White 621	*18000	4650	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	Own	Own	Spic	Ross	Zen	P	DR	Own	4	Own	Sp	41.4	OL4IHV	—	157	7700	20x9.00B	20x9.00DB
White 640	*20000	6100	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	Own	Own	Spic	Ross	Zen	P	L-N	Own	4	Own	Sp	33.9	O4IA	—	180	9200	20x9.00B	20x9.00D
White 630	*20000	5000	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	—	Own	Spic	Ross	Zen	P	DR	Own	4	Own	Sp	41.4	O4IHV	554	168	8500	20x9.00B	20x9.00DB
White 58	*22000	4400	Own	L	4	4¼x5¾	326.0	28.9	54@1600	G	Own	Own	Spic	Own	Zen	Vac	Eis	Own	4	Own	2R	49.7	OPXM	224	180	7797	36x5	36x8SD
White 641	*24000	6450	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	Own	Own	Spic	Ross	Zen	P	L-N	Own	4	Own	2R	46.9	O4IA	—	180	9700	20x9.75B	20x9.75DB
*White 630 SW200	*24000	6280	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	—	Own	—	Ross	Zen	P	DR	Own	4	Own	2R	56.9	O4IHV	—	193	10000	20x8.25B	20x8.25DB
White 631	*24000	5750	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	Own	Own	Spic	Ross	Zen	P	DR	Own	4	Own	2R	56.9	O4IHV	—	168	9000	20x9.25B	20x9.25DB
White 643	*32000	6950	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	Own	Own	Spic	Ross	Zen	P	L-N	Own	4	Own	2R	66.5	O4IA	—	180	10900	24x10.50B	24x10.50DB
*White 642 SW310	*34000	8045	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	—	Own	Spic	Ross	Zen	P	L-N	Own	4	Tim	Wo	55.6	OTIA	—	198	12670	20x9.00B	20x9.00DB
White 642	*28000	6750	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	Own	Own	Spic	Ross	Zen	P	L-N	Own	4	Own	2R	66.5	O4IA	—	180	10600	24x9.75B	24x9.75DB
*White 643 SW410	*40000	8570	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	—	Own	Spic	Ross	Zen	P	L-N	Own	4	Tim	Wo	69.1	OTIA	—	198	14400	40x8	40x8D
Willys-Overland 6-C-113	½	415	Own	L	6	3¼x3⅞	193.0	25.3	65@3400	C	Fed	Own	Spic	Own	Til	P	Aut	Own	3	Own	Sp	12.4	B4IM	143	113	1923	20x5.50	32x6
Willys-Overland 6-C-131	1½	595	Own	L	6	3¼x3⅞	193.0	25.3	65@3400	C	Fed	Own	Spic	Own	Til	P	Aut	W-G	4	Cla	Sp	40.8	B4IM	235	131	2625	20x5.50	32x6
WillysOverland 6-C-157	1½	635	Own	L	6	3¼x3⅞	193.0	25.3	65@3400	C	Fed	Own	Spic	Own	Til	P	Aut	W G	4	Cla	Sp	40.8	B4IM	235	157	2900	19x5.00	19.x5.00

GENERAL NOTATIONS

***†REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the "SPECIAL NOTATIONS."

CAPACITIES given in this table are in tons or fractions of tons. *Shows maximum allowable gross weight in pounds.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Lyc, Lycoming; Pont, Pontiac; Wak, Waukesha; Wis, Wisconsin; Hall, American Car & Foundry.

VALVE ARRANGEMENT—L, "L" head; H, in head; O, overhead; S, sleeve.

TYPE OF CAMSHAFT DRIVE—G, gear; C, chain.

RADIATOR MAKE—G&O, G & O Mfg. Co.; Per, Perfex Corp.; Long, Long Mfg. Co.; Har, Harrison Radiator Corp.; Fed, Fedders Mfg. Co.; McC, McCord Radiator & Mfg. Co.; Mod, Modine Mfg. Co.; Hex, Hexcel Radiator Co.

CLUTCH MAKE—Jon, Jones Clutch & Gear Co.; Ful, Fuller & Sons Mfg. Co.; Borg, Borg & Beck Co.; Br-L, Brown Lipe Gear Co.; Rock, Rockford Drill & Machine Co.; Cov, Covert Gear Co.; Long, Long Mfg. Co.; Detr, Detroit Gear & Machine Co.; Mer, Merchant & Evans; Hel, Merchants & Evans.

UNIVERSALS MAKE — Spic, Spicer Mfg. Co.; Blo, Blood Bros. Machine Co.; Sup, Superior Universal Products; Un, Universal Products Co.; Cle, Cleveland Steel Products Corp.; Pet, Peters; Opt, optional; Mec, Mechanics Machine Co.

STEERING GEAR MAKE—Ross, Ross Gear & Tool Co.; Han, Hannum Mfg. Co.; Sag, Saginaw Steering Gear Co.; Gem, Gemmer Mfg. Co.; Col, Columbus Gear & Pump Co.; W-G, Warner Gear Corp.

CARBURETOR—Car, Carter; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; DL, Detroit Lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, gravity; Vac, vacuum tank, P, fuel pump.

ELECTRICAL SYSTEM — AB, American-Bosch; Aut, Electric Auto-Lite; Eis, Eisemann; L-N, Leece-Neville; NE, North East; RB, Robert Bosch; DR, Delco-Remy.

TRANSMISSION—Br-L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear; Cot, Cotta Gear Co.; Cla, Clark Equipment Co.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Pont, Pontiac; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—IG, internal gear; St, straight bevel; Sp, spiral bevel; Wo, worm; 2R, double reduction; Ch, chain; S-T, semi-transverse.

TYPE OF SERVICE BRAKES—B4IM, Bendix, 4 wheel, internal mechanical; B4MV, Bendix, 4 wheel, mechanical, vacuum; B6IA, Bendix, 6 wheel, internal, air; B4IMV, Bendix, 4 wheel, internal, mechanical, vacuum; BO4IMV, Bendix, own, 4 wheel, internal, mechanical, vacuum; BrIA, Bendix, operating on 4 rear wheels, internal air; BW4IM, Bendix front, Wisconsin rear, 4 wheel, internal, mechanical; BE4IM, Bendix front, Eaton rear, 4 wheel, internal, mechanical; B4IH, Bendix, 4 wheel, internal, hydraulic.

CB4IM, Columbia, Bendix, 4 wheel, internal, mechanical; C4IM, Columbia, 4 wheel, internal, mechanical; K2IM, Clark, 2 wheel, internal, mechanical.

L4IHVA, Lockheed, 4 wheel, internal, hydraulic, vacuum, air; LO4ID, Lockheed, own, 4 wheel, internal, drive shaft; LO4IV, Lockheed, own, 4 wheel, internal, vacuum; LT4DV, Lockheed, Timken, 4 wheel, drive shaft, vacuum; L4IH, Lockheed, 4 wheel, internal, hydraulic; L4IHA, Lockheed, 4 wheel, internal, hydraulic, air; L4IHV, Lockheed, 4 wheel, internal, hydraulic, vacuum; LT4IHV, Lockheed, Timken, 4 wheel, internal, hydraulic, vacuum; LT4IVA, Lockheed, Timken, 4 wheel, internal, vacuum, air; L6IHV, Lockheed, 6 wheel, internal, hydraulic, vacuum; L6IH, Lockheed, 6 wheel, internal, hydraulic.

O2IM, Own, 2 wheel, internal, mechanical; O2IV, Own, 2 wheel, internal, vacuum; O4IA, Own, 4 wheel, internal, air; O4IH, Own, 4 wheel, internal, hydraulic; O4IHV, Own, 4 wheel internal, hydraulic, vacuum; O4IM, Own, 4 wheel, internal, mechanical; O4IV, Own, 4 wheel, internal, vacuum; O4M, Own, 4 wheel, mechanical; O2XM, Own, 2 wheel, external, mechanical; O4XM, Own, 4 wheel, external, mechanical; O6IA, Own, 6 wheel, internal, air; OJXM, Own, jack shaft, external, mechanical; OL4IHV, Own, Lockheed, 4 wheel, internal, hydraulic, vacuum; OPX, Own, propeller shaft, external, mechanical; OPXM, Own, propeller shaft, external, mechanical; OPM, Own, propeller shaft, mechanical; ORIV, Own, rear wheels, internal, vacuum; OTIHV, Own, Timken, internal, hydraulic, vacuum.

S4IM, Steeldraulic, 4 wheel, internal, mechanical.

T4rIA, Timken, operating on 4 rear wheels, internal, air; T4IA, Timken, 4 wheel, internal, air; T6IA, Timken, 6 wheel, internal, air; T2IMV, Timken, 2 wheel, internal, mechanical, vacuum.

W4I, Westinghouse, 4 wheel, internal; W4IA, Westinghouse, 4 wheel, internal, air; W6IA, Westinghouse, 6 wheel, internal, air; 4IA, 4 wheel, internal, air; 4IH, 4 wheel, internal, hydraulic; 4M, 4 wheel, mechanical.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

***CHASSIS WEIGHT** according to Automotive Daily News formula, which is the chassis with gas, oil, water and spare tire, but without cab or other equipment.

TIRES—B, balloon; D, dual; S, solid; P, pneumatic.

SPECIAL NOTATIONS

AMERICAN-LA FRANCE

Balloon tires optional Big Chief models.

AUTOCAR

†Engines in these models are located under the driver's seat.

*Six-wheeler.

BROCKWAY

*Six-wheelers.

CHEVROLET

Utility model availale on 131-inch wheel base with chassis weight of 2,760 pounds and equipped with dual rear wheels.

DAY ELDER

*Six-wheeler.

Additional standard wheel bases are available on different models as follows:

60...156	160...165, 180, 204
75...156	240...204, 220, 232
85...156, 168	285...204, 220, 232
110...168, 186	345...204, 220, 232
130...169, 186, 187, 199	402...204, 220, 232

DIAMOND T

*Six-wheelers.

Additional standard wheel bases available as follows:—

551.....158	750.....167,	192	
504.....166½	801.....180½,	199¼	
506.....174	1200.....174½,	180	
603. ...157, 179	1600.....174½,	180	
606.....177½	1601.....184		

DODGE

*Models F40, F41, F61 and F62 can be had with double drop frame.

FWD

*Indicates six-wheel model.

The BTL and BT models are special line construction trucks in which complete provision for mounting AT and T earth boring machine, winch, body and other line construction accessories is included in the standard chassis.

Special power take-off transmission, which provides 3 power take-offs which may be operated in any transmission speed, optional on all models.

FEDERAL

*Six-wheelers.

*Also rated in pounds of total allowable weight as follows:—

D 2	8,500	T 10 W	18,000
E 2	8,500	T 10 D R	18,000
F 7	10,000	U 6	20,000
A 6	13,500	U 6 D R	20,000
A 6 T	15,000	A 6 S W	18,500
A 6 T W	15,000	C 7	24,000
D 2 S W	12,500	C 8	24,000
E 2 S W	12,500	X 8	30,000
D 2 D	12,500	X 8 D R	30,000
E 2 D	12,500	X 8 R	30,000
T 10 B	18,000	X 8 R D R ...	30,000

†Solid tires standard, no spare rim or tire.

GRAMM

Series	Straight Rating	Wheel Base		Pay Load Range
AX 4	8,000	157	1	to 1½ tons
AX 6	8,000	157	1	to 1½ tons
BX 4	10,000	157	1½	to 2 tons
BX 6	10,000	157	1½	to 2 tons
CX 4	12,000	157-180	2	to 3 tons
CX 6	12,000	157-180	2	to 3 tons
B	12,000	157-174	1¾	to 2½ tons
C	14,000	145-196	2	to 3 tons
D	17,000	145-196	2½	to 4 tons
E	20,000	145-196	3	to 4½ tons
EY	.....	.....	3	to 4 tons
G	24,000	160-235	4	to 6 tons
GY	.....	.....	4	to 5 tons
GW	28,000	157-240	5	to 7½ tons
HY	.....	.....	5	to 6½ tons

†Both the four and six cylinder are also offered in 157-inch wheel ase at $1,145 and $1,345, respectively.

GENERAL MOTORS TRUCK

*Capacity indicated is the Shraight Rating (combined weight of chassis body, equipment and pay load) for which each chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment based on tire capacity. Prices cover base chassis and vary with wheel base and tire combinations. The number of wheel base lengths, tire types, range of "recommended gross weights" and resulting pay load range (assuming nominal body allowance) for each model follows:—

Note: Models T-15 to T-61, inclusive, as well as models TX and WX, are available for export only as coach chassis.

Model	Wheel Bases	Tire Types	Range of "Rec. Gross Weights"	Pay Load Range
T-11	1	1	3800	½
T-15	3	10	4500- 6

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Automotive Daily News

H. A. TARANTOUS, *Bus. Mgr.*, 350 HUDSON STREET, N. Y. C.

DETROIT OFFICE: Geo. M. Slocum, Manager, Fisher Building, Detroit, Mich.
WESTERN OFFICE: Willard R. Cotton, Manager, 333 No. Michigan Ave., Chicago, Ill.